Vol 7 **The War Illustrated** N° 169

Edited by Sir John Hammerton

SIXPENCE DECEMBER 10, 1943

JOSEPH VISSARIONOVITCH STALIN, undisputed leader of the Russian people since 1927, whose inspired generalship has resulted in unprecedented Soviet successes following the launching of a counter-offensive against the Germans on July 13, 1943. He is depicted here by the Russian artist Karpov wearing the uniform of Marshal of the Soviet Union, to which rank he was appointed on March 7, 1943, by the Presidium of the Supreme Soviet. His decorations include the gold medal of a Hero of Socialist Labour and the Order of Lenin.

NO. 170 WILL BE PUBLISHED FRIDAY, DECEMBER 24

Allies' Activities Seen by Our Roving Camera

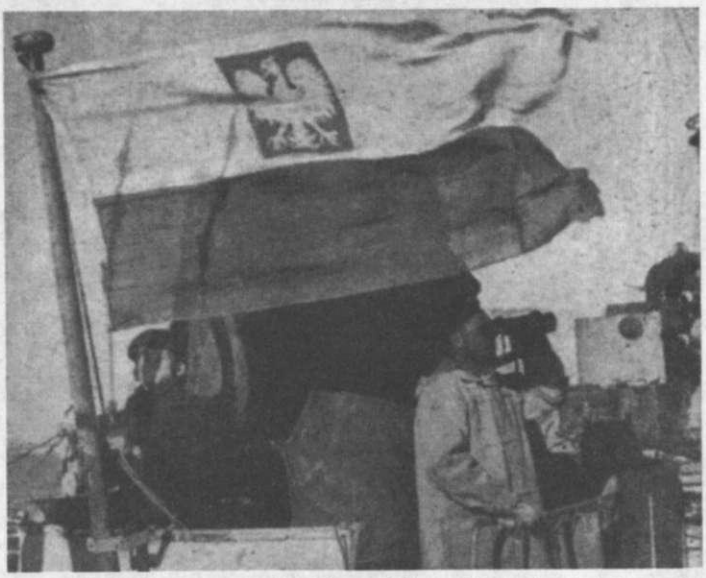
NORWAY has given many splendid men to the Allied cause, most of them as seafarers. This 2nd Officer of an oil tanker is using an Aldis lamp to signal to other ships in his convoy.

AMERICA ensures that her men of the U.S. Army in Britain have, like our own troops, realistic training before they engage in actual combat with the enemy. Invasion rehearsals in which live ammunition is used are intensively carried out, and here a flame-thrower team is going through its paces at a recently established Assault Training Centre.

CZECHOSLOVAKIA was founded on October 28, 1918. At 25th anniversary celebrations in Britain, President Benes took the salute at a parade of Czechoslovak troops; the leader of the Bren-carriers dips his standard on passing the saluting base.

NETHERLANDS airmen have mustered from homeland and colonies a Mitchell squadron which goes on operational flights with the R.A.F. One of the planes (above) is named "Margriet," after the youngest daughter of Princess Juliana and Prince Bernhard.

BELGIUM is represented in this parade of minesweeper crews by the officer shaking hands with H.R.H. the Duke of Gloucester, who recently inspected them at an East Coast base. It was announced on Nov. 15, 1943, that the Duke had been appointed Governor-General of Australia, as from July 1944.



POLAND has for her national emblem a defiant, white eagle. It is featured on this ensign, fluttering bravely in the breeze, as men of the Polish Navy (consisting of 12 ships and personnel of 2,600) take their turn at patrolling the Channel in quest of the common enemy of the Allied Nations.

Photos, British Official: Crown Copyright; Keystone, Planet News, Central Press

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

WHEN the map shows the enemy occupying a pronounced salient defensively, it is obvious to the least expert eye that a blow delivered at the base of the salient would threaten to cut his communications and line of retreat. There is, therefore, a prima facie opportunity of isolating the force in the salient with the possibility of annihilating it completely, and I have seen it suggested that the Russians have lost several such opportunities. Actually the situation is far from being as simple and straightforward as the map suggests.

It must be remembered that the enemy does not present an immobile and impotent target, but is capable of evasion and of delivering counter-blows, for both of which the mechanization of modern armies gives great facilities. Failure to exploit the possibilities of the situation to the utmost cannot therefore fairly be termed a lost opportunity. That reproach would only be justified if no attempt had been made to take advantage of the situation, or if an attempt had been made ineptly.

There are many factors which may prevent the best planned attempts being brought to fruition, and they are well illustrated by the numerous occasions on which the Russians have failed during the last year to accomplish all that was perhaps too sanguinely expected, or to repeat the complete success they achieved at Stalingrad. The enemy may, if he acts promptly and moves quickly, evade the blow by retreat covered by flank defences. Falling back on organized lines of communication and depots, he has fewer supply difficulties than the attacking force.

ENCIRCLING Moves Made With Great Power and Speed

Retreat, of course, involves the abandonment of territory and probably the loss of much material, but if there is room to retreat and no dangerous defiles have to be passed even a beaten army has an excellent chance of escaping complete disaster. The failure of the Russians to intercept the retreating Germans from the Caucasus, though a strong attempt was made, provides an example.

When, on the other hand, the enemy delays or refuses to give ground the difficulties of rounding him up are of another order. They depend on the strength and fighting power of the force that is within the salient, and still more on the strength and mobility of reserves behind its base. The length and quality of the respective communications of the defending and attacking armies are also of vital importance. The success of the manoeuvre that isolated the 6th Army at Stalingrad was largely due to its being initiated from nearby well-established bases. This not only facilitated surprise, but enabled the encircling moves to be made with great power and speed. Furthermore, the Germans had no reserve forces immediately available to strike at the outer flanks of the Russians, and had only limited railway facilities for their movement.

When a counter-attacking force was eventually concentrated it was too weak and met with heavy defeat. In its retreat, however, it protected the flank of the army retiring from the Caucasus, and though it could not stop the Russians' vigorous attempts at interception it was able to delay them. It cannot be said that the Russians lost an opportunity of exploiting to the full their great initial success, but rather that the Germans, by capable leadership and rapid decisions and movements, were able to extricate themselves from a dangerous predicament in the Caucasus. Later in the winter campaign, when they stood to defend the Donbas and the Russian drive farther north was threatening Kharkov, the Germans were again in a dangerous salient.

The Russians made a most daring attempt to take advantage of the situation and to cut the German line of retreat, but the ever lengthening lines of their communications and lack of railway transport were a heavy handicap, made all the heavier by the fact that the enemy had an invaluable network of railways at his service. The encircling drive that the Russians attempted under the circumstances could not be made in great force and was bound to have supply difficulties. Obviously, too, it would be exposed to counter-attack. Moreover, the Germans had had time to bring up reserve divisions from the west, which gave them a compact striking force.

In spite of these unfavourable factors it seemed for a time that the attempt might succeed through its sheer daring. Then, however, an abnormally early thaw not merely brought the Russian mechanized drive to a standstill, but placed it in a dangerous situation. It was the turn of the Germans to seize the opportunity which possession of good railway communications and fresh reserves gave them. The Russians were driven back suffering a severe reverse, though they escaped complete disaster. Here again it is unjust to talk of the Russians losing an opportunity, which under unforeseeable circumstances in fact never really existed, in spite of the evidence of maps.

VICTOR OF KIEV, General Vatutin, commander of the Red Army on the First Ukrainian Front, is in the foreground of this group of officers at an observation post not far from the city, which was liberated on Nov. 6, 1943. Speed of Vatutin's army has earned him the nickname "Lightning Vatutin." *Photo, Pictorial Press*

A VERY similar situation occurred when after the failure of the German Kursk offensive the Russians broke through at Byelgorod and recaptured Kharkov. The maps showed that the Germans in the Donbas were again in danger of encirclement. But they still had the advantage of better communications. The Russians again attempted to exploit the opening, and again the Germans counter-attacked; but this time, without the assistance of the weather and without a fresh and compact striking force, they had only temporary success, and in the end only succeeded in establishing a defensive flank to cover their retreat to the Dnieper. That sufficed to allow them to extricate themselves from a difficult situation.

When the Germans rallied behind the Dnieper and the Melitopol lines the map suggested that the Russians had two opportunities of effecting encirclement. By breaking through the Melitopol position there was a chance of cutting off the force holding it from retreat across the unbridged lower Dnieper, and also of isolating the force in the Crimea. That opportunity had in fact to be created by a successful penetration of the Melitopol position. That it was created and fully exploited was a great achievement.

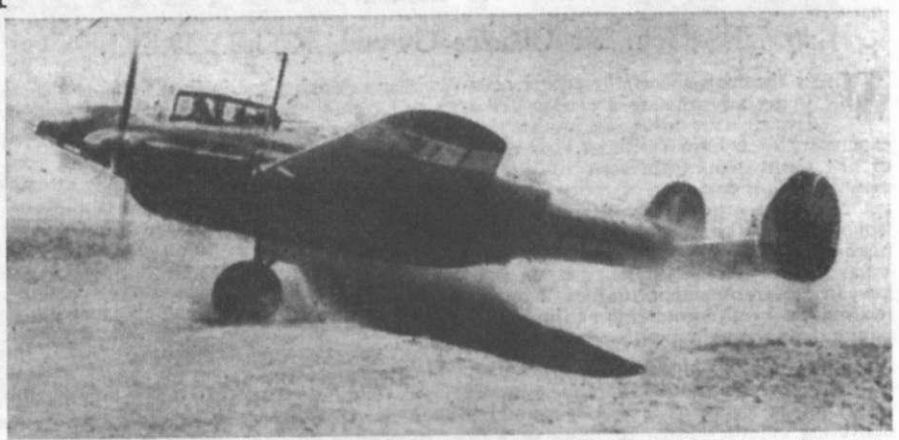
THE other opportunity suggested by the map was the possible encirclement of the German forces within the great bend of the Dnieper. But obviously here the difficulty of making the opening from which opportunity would arise was immense. A wide, strongly defended river had first to be crossed and room secured to admit the deployment of an adequate encircling force. Moreover, even if the initial difficulties could be overcome, the difficulty of bringing up supplies and reinforcements through the bottleneck formed by temporary bridges remained. These difficulties seemed insuperable, especially as they would be increased by the enemy's air action.

Nevertheless, the Russians, undaunted, made the attempt, and, by their supremely daring Kremenchug thrust, again made an opening. Delivered on a narrow front and penetrating deeply and rapidly, the thrust obviously invited counter-attack by an enemy served by an adequate railway system in full working order. As the military correspondent of The Times remarked, the Russians had stuck out their neck and it seemed hardly possible that they could bring up their hands to protect it. In fact, for a time von Mannstein's counter-attacks placed them in a critical position, and though they stood their ground at Krivoi Rog it was probably only the Kiev breakthrough that prevented von Mannstein renewing his counter-attacks in greater strength.

WHAT I have tried to show is that in war apparent opportunities are often little more than openings which a good player will always try to exploit, sometimes at considerable risk, and will always be ready to seize. As at football, however, an opening does not always lead to a try or a goal, and in the majority of cases a good opponent can save the situation. Spectators may be disappointed when no definite result is achieved, and are apt to be more critical of the players who fail to score than of those who may have missed openings by being caught flat-footed. Spectators who have been players are probably less critical, unless the attack has been lacking in determination or adroitness. They are satisfied with the improvement effected if it opens the way for renewed attacks. What has been attempted often deserves applause more than the actual results achieved, and it is the determination of the Russians to miss no opening, and willingness to accept risks, that I think we should specially appreciate at their full worth. (Consult map in page 421.)

Russia Triumphant in Assault and Defence

WOMEN SNIPERS of the Red Army are R. Shrypnikova (right) and O. Bykova, seen here returning from an assignment. Women fight side by side with men on the Russian front.



PETLYAKOV-2, Soviet dive bomber which is also used as a light reconnaissance bomber, gets under way south-west of Voroshilovgrad, in the Donbas. Russian air supremacy over the Luftwaffe has played a mighty part in recent successes, and the contribution of the PE-2 is substantial. It has a maximum speed of some 300 m.p.h. and can carry a bomb load of 1,300 lb. Russians regard it as their equivalent of the British Mosquito.

WOODEN RAILS had to be laid by the enemy in some parts of the Eastern Front to overcome difficulties created by soggy ground. Terrain of this type is the country lying between Gomel-Chernigov and the 1938 Polish-Russian frontier. This German fatigue party is laboriously carrying supplies to the front line along one of these wooden tracks.

VANDALISM IN KIEV, which was such a grim feature of the German retreat from the town, is symbolized by the ruins of Pechersk Abbey, one of the lovely cathedral churches of Russia's city of shrines destroyed by the enemy. The Abbey was in the monastery district of the city and was among the first to be founded in Russia.

ACROSS THE KERCH STRAITS, narrow stretch of water separating the Kuban from the Crimea, stream German troops and equipment by way of a ferry which is reputed to have made 2,000 trips during the enemy's retreat from their last footholds in the Caucasus. On October 9, 1943, the Russians announced that the Kuban had been cleared. In the final battle on the Taman Peninsula 20,000 Germans were killed and 3,000 taken prisoner. Thus the way was opened for a frontal assault on the Crimea from the east.

Photos, U.S.S.R. Official, Planet News, Associated Press

Panorama of Victories on the Eastern Front

MILESTONES IN THE WAR on the Eastern Front are plotted on this map. It was in June 1941 that the German High Command launched its blitzkrieg against the Soviet Union. Its aim was the destruction of the Red Army and the harnessing to the German war machine of the coal and iron of the Donbas, the wheat of the Ukraine, the oil of the Caucasus and the whole of Russia's diversified industry. By December Leningrad was surrounded, Moscow besieged and the Ukraine and Donbas invaded. A year later the enemy had broken through to Stalingrad and attained the foothills of the Caucasus. In January 1943 the Russians hit back, and in one magnificent year's campaigns they have retaken Stalingrad, cleared the Caucasus, the Soviet Ukraine and the Donbas, invested the Crimea, raised the siege of Leningrad and swept the enemy back along the whole length of the 2,000-mile front. By November 22, 1943, the foremost Soviet spearhead, thrusting from Korosten at the very heart of the enemy along the highway to Warsaw and Berlin, was within 50 miles of the old Polish frontier.

THE WAR AT SEA

by Francis E. McMurtrie

OFFICIAL excuses for the loss of Cos and Leros bear too close a resemblance to German explanations of retreats in Russia to be entirely convincing. It may be true that German losses in retaking these Dodecanese islands exceeded our own, but this does not alter the fact that the victory was an enemy one. Unquestionably the initial error was to trust the Italians in Rhodes to hold that island for the Allies, a task they proved incapable of carrying out when attacked by an inferior force of German troops. As soon as it was clear that Rhodes was firmly in enemy hands, any attempt to hold Cos, Leros and Samos was an obvious gamble. To set off the German advantage of a first-class military and air base in Rhodes, it was attempted to hold the small airfield on Cos, which could take but a limited number of planes. Once the enemy had overwhelmed Cos the end was in sight, and it would have been wiser to have evacuated Leros before incurring further losses in its defence.

Only one thing could have justified continuance of the attempt to hold either island or both. That would have been the certainty that Turkey would immediately enter the war on the side of the Allies, giving them the benefit of bases from which the whole of the Dodecanese and the other enemy-held islands of the Aegean could speedily have been reduced. Without Turkish bases the Allies had to make the most of Cyprus, 250 miles to the eastward of Rhodes—a distance beyond the effective range of fighter aircraft.

Though it differs in degree from the attempt to hold Crete in the face of enemy air superiority, this gallant adventure resembles it in certain other respects. Of such an enterprise it might be said, as of the charge of the Six Hundred and other operations undertaken with totally inadequate forces, "It was magnificent, but it was not war."

NATURALLY the Germans have made the utmost capital out of this small success in their ocean of troubles. Their claim to have sunk nine destroyers is obviously a gross exaggeration, but it is hardly to be expected that we sustained no naval losses in such a hazardous undertaking. Ships such as H.M.S. Echo, which right up to the last contrived to creep into a tiny bay to pick up those it had been decided to evacuate, at the same time intercepting and sinking a number of German landing craft, once more proved that the Navy never hesitates to attempt the impossible when circumstances demand it.

With the collapse of the submarine campaign against shipping, the Germans are casting about in every direction for some other means of striking at Allied sea communications. Though nothing has been heard lately of raiders disguised as merchantmen operating against commerce, it would not be surprising if the enemy were to resuscitate this method of attack upon trade; indeed, absence of news on the subject is no guarantee that it has even been suspended.

DURING 1941 quite a number of enemy raiders of this character were at sea, judging from the cases of interception that were reported. In May of that year two were accounted for in the Indian Ocean—the Coburg by H.M.S. Leander and H.M.A.S. Canberra, and the Pinguin by H.M.S. Cornwall. In November there was the remarkable duel between a heavily armed raider, the Kormoran, and H.M.A.S. Sydney, in which both ships were destroyed. Exactly what happened has never been explained, as there were no survivors from the Sydney, but it has been suggested that she closed the range with the object of finishing off the German ship before darkness fell, and was torpedoed by her adversary. In the same month H.M.S. Devonshire sank the raider Atlantis in the South Atlantic; and in December H.M.S. Dorsetshire disposed of another in the same area. An Italian raider, the Ramb I, was sunk by H.M.S. Leander in the Indian Ocean in March 1941.

CLASHES Between Light Forces in Channel Islands Area

There has been no official reference to enemy surface raiders for a long time past, though in January last a report appeared in the Press of one having been scuttled to avoid capture by ships of the U.S. Navy in the South Atlantic. It is possible that recent clashes between light forces in the Channel may have been caused by enemy endeavours to screen the movements of raiders in passage. Brest and Cherbourg are geographically well situated as bases for such vessels; and it is noteworthy that there have been several encounters lately between light forces in the vicinity of the Channel Islands, lying between those ports.

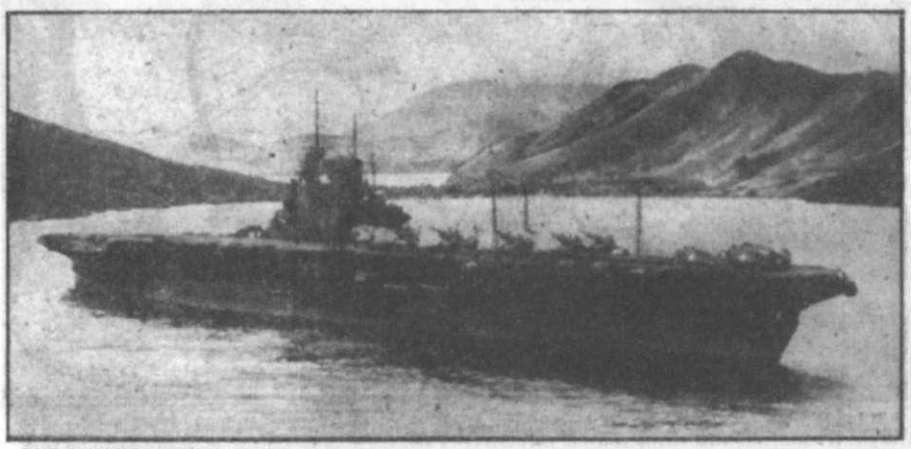
Though they may be utilized as material for exaggerated stories of commerce destruction, produced for the benefit of the credulous German public, it is manifestly impossible for raiders of this type to accomplish any serious damage. But in the last war, when we were not so well equipped as today for dealing with these pests, several more or less successful cruises were made by the German raiders Möwe, Wolf and Seeadler, the last-named a sailing vessel fitted with an auxiliary motor. Typical of these was the first sortie made by the Möwe, a former fruit carrier, at the end of 1915. She returned to Germany early in the following March, having captured or destroyed 15 vessels. Others were lost through striking mines laid by raiders, the most notable instance of this being the battleship King Edward VII in January 1916.

FATHER AND SON, who serve aboard the same ship, Kharkov, in the Soviet Black Sea Fleet—Maxim Petrovitch and Ivan Sheherbina. Both have been twice decorated for gallantry. *Photo, U.S.S.R. Official*

All three of the foregoing raiders were merely ordinary merchantmen, with nothing distinctive in their appearance. Of different type were the Norddeutscher Lloyd liners Kronprinz Wilhelm and Prinz Eitel Friedrich. With easily recognizable characteristics, added to the former's high speed of 23 knots, these two ships really came into the category of armed merchant cruisers. Though they did a fair amount of damage to unescorted shipping in 1914-15, fuel shortage and the impossibility of effecting permanent repairs at sea led both to internment in an American port in April of the latter year.

All such raiders suffer from certain inherent disabilities. It is impossible for the raider to attack any ships except those that sail unescorted. For a convoy to be molested would ensure engagement by the escorting warships, a conflict which could have but one termination. To keep at sea for any length of time fuel supplies have to be renewed; and since it would be suicidal to advertise the raider's movements by entering a bunkering port, the fuel must be obtained from a prize. This is not so easy when practically all Allied merchant vessels are armed and likely to fight if attacked. Moreover, fuelling at sea is a difficult and dangerous practice, through which more than one raider sustained damage during the last war.

ADMIRAL KOICHI SHIOZAWA, whose death is reported from Tokyo, was Japanese Naval Attaché in London about 16 years ago. In January 1932 he was in command of the Japanese squadron which shelled the forts at Shanghai while aircraft dropped bombs on the city. When Admiral Sir Howard Kelly, the British C.-in-C. on the China Station, arrived in H.M.S. Kent, Rear-Admiral Shiozawa made the customary official call upon him, only to be told: "If Japanese aircraft do not stop flying across my flagship, I shall be obliged to open fire upon them." Paying a hasty farewell, Shiozawa at once issued the necessary order, and as a result was superseded.



H.M.S. VICTORIOUS, British aircraft carrier, veteran of war in almost every sea, until recently has been operating with the U.S. Pacific Fleet. Here she is seen at anchor in a South Pacific harbour, her decks lined with U.S. Navy fighters and torpedo bombers. These machines were manned by American airmen, while the Victorious's own flying crews were based on an American carrier—a fine example of Allied cooperation. *Photo, Keystone*

Honoured Fearnoughts of the Submarine Service

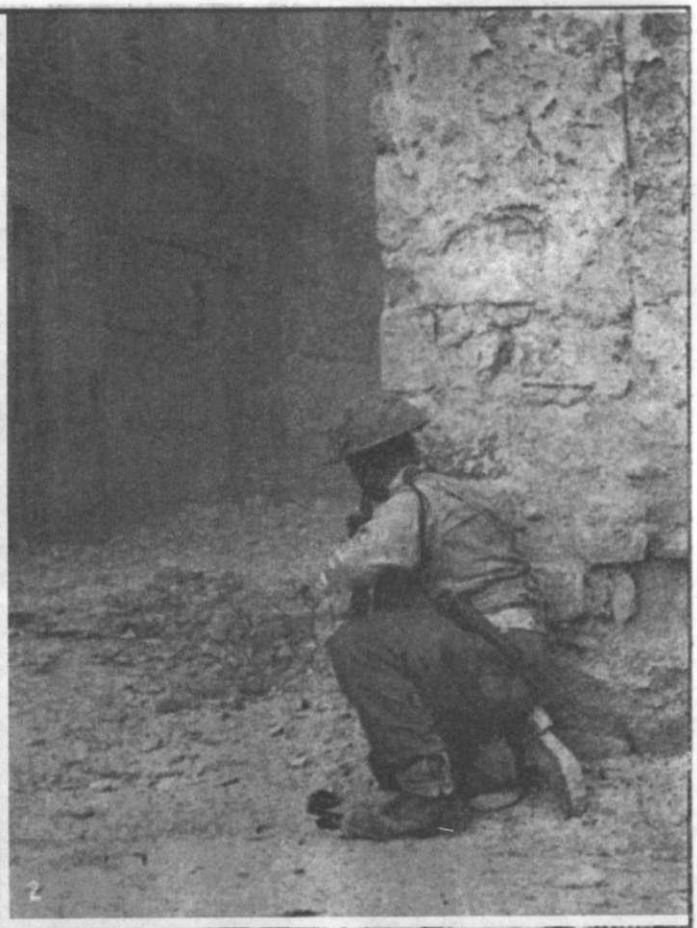
MEN OF THE UMBRA recently awarded the D.S.M. are Ldg. Telegraphist P. J. Murray (above) and P/Os Tom Jennings and R. S. Pert, 1st and 4th in the group (right). In centre of group are Ldg. Signaller J. Smith, of the Truant (left), and Chief P/O S. Kay, of the Turbulent, also awarded the D.S.M.

WITH THEIR JOLLY ROGER bearing insignia denoting various "kills" are Lieut. J. G. Y. Roxborough, D.S.O., D.S.C., R.N., Commanding Officer, and his crew of H.M. submarine United, just back to a home port after service in the Mediterranean, during which the United sank 16,000 tons of enemy shipping. Bars on her flag denote ships sunk; daggers are for "special operations"; and an egg-timer recalls an occasion when the United had to lie submerged for 36 hours, whilst being hunted by enemy destroyers.

HEROES OF H.M. SUBMARINE UNBROKEN are Lieut. A. Mars, D.S.O. (above), awarded the D.S.C., and Ldg. Telegraphist G. Cryer (below), D.S.M.

Photos, British Official: Crown Copyright; Associated Press, Planet News, G.P.U.

Street by Street We Go Forward in Nazi Italy



HARD STREET-FIGHTING lies behind recent Allied communiqués announcing the capture of villages and towns in Italy. It is heavy going all the way for both the 5th and 8th Armies, fighting as they are now in mountainous country where the enemy can hold out with the minimum of men, and delayed at almost every step by systematic demolition and road mining. In Campochiaro — between Isernia and Campobasso — these Canadians (1) had a score to settle with a nest of German snipers entrenched in a house. An accurately placed Mills grenade did the trick. Sparanise, a small village some 8 miles north-west of Capua, was for several days the scene of skirmishes between 5th Army patrols and the enemy, before British troops finally captured it on October 23, 1943; here one of our men (2) is engaged in "mopping up"—note use of rifle from left shoulder. Teano, on the road to Sessa Aurunca, important West Italian road junction, was taken on Nov. 1. Forward units enter the town (3) in street-fighting formation.

Arrival of big Canadian reinforcements was followed by the announcement of the capture of Castel di Sangro on November 23.

Photos, British Official: Crown Copyright; New York Times

Multi-Purpose Reindeer in Red Army Service

RUSSIA'S FAR NORTH, from the Kola Peninsula to Kamchatka, land of the Lapps, Samoyeds, Yakuts and other hardy peoples, is also the land of the reindeer. On this animal the possibility of human life in these regions very largely depends ; and this war has given even more importance to reindeer in the Kola Peninsula. Troops, ammunition, and other supplies are being transported to the fighting zone by reindeer sleigh convoys. Moreover, the venison is a welcome addition to Northern Russia's wartime larder, while the hides are especially useful in the making of airmen's uniforms.

Saamis, as the reindeer owners are called, bid farewell to their families (1) on leaving for active service. The reindeer teams keep to tracks (2) alongside smoothly-rolled motor roads through the snow ; ambulance work (3) and dispatch carrying (4) are included in their activities. Under the Soviet regime the perfecting of stock and training of the reindeer has been encouraged, foresight rewarded by the contribution this hardy animal is making to the Red Army's achievements.

Photos, Exclusive to THE WAR ILLUSTRATED

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Young and Old Forge Russia's Mighty Armour

1

SOVIET INDUSTRY has made a tremendous contribution to the great successes on the Eastern Front. The Soviet people, declared Marshal Stalin on November 6, 1943, working in difficult conditions, succeeded so well in supplying the Red Army that the enemy's superiority in tanks, aeroplanes, mortars and tommy-guns had been liquidated.

Feature of Russian industrialism is allotment of responsibility on ability alone. Children from the age of 14 upwards work side by side with older folk. 18-year-old Nikolai Yerofeyev (4) is a foreman in an aircraft factory; 17-year-old Nina Monakhova (3) left her typewriter to make mortars: under the Stakhanovite record-breaking system she can rise to almost any position. A damaged tank (1) did not require to bear the honoured name of Suvarov to get the most careful attention from young repair-workers. "All-in effort" includes public and private savings-for-victory schemes: here (2) delegates of a factory hand over to crews a number of tanks they had saved to pay for.

Photos, Pictorial Press

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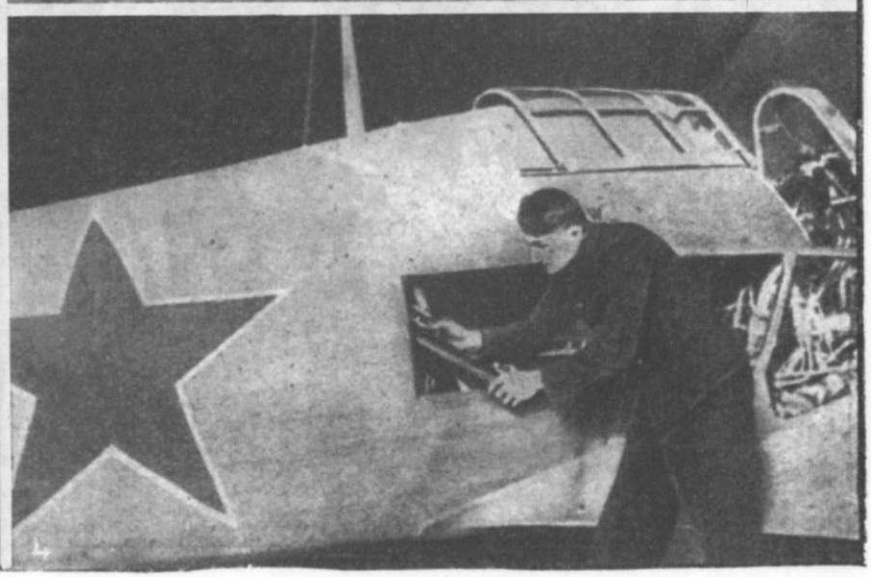
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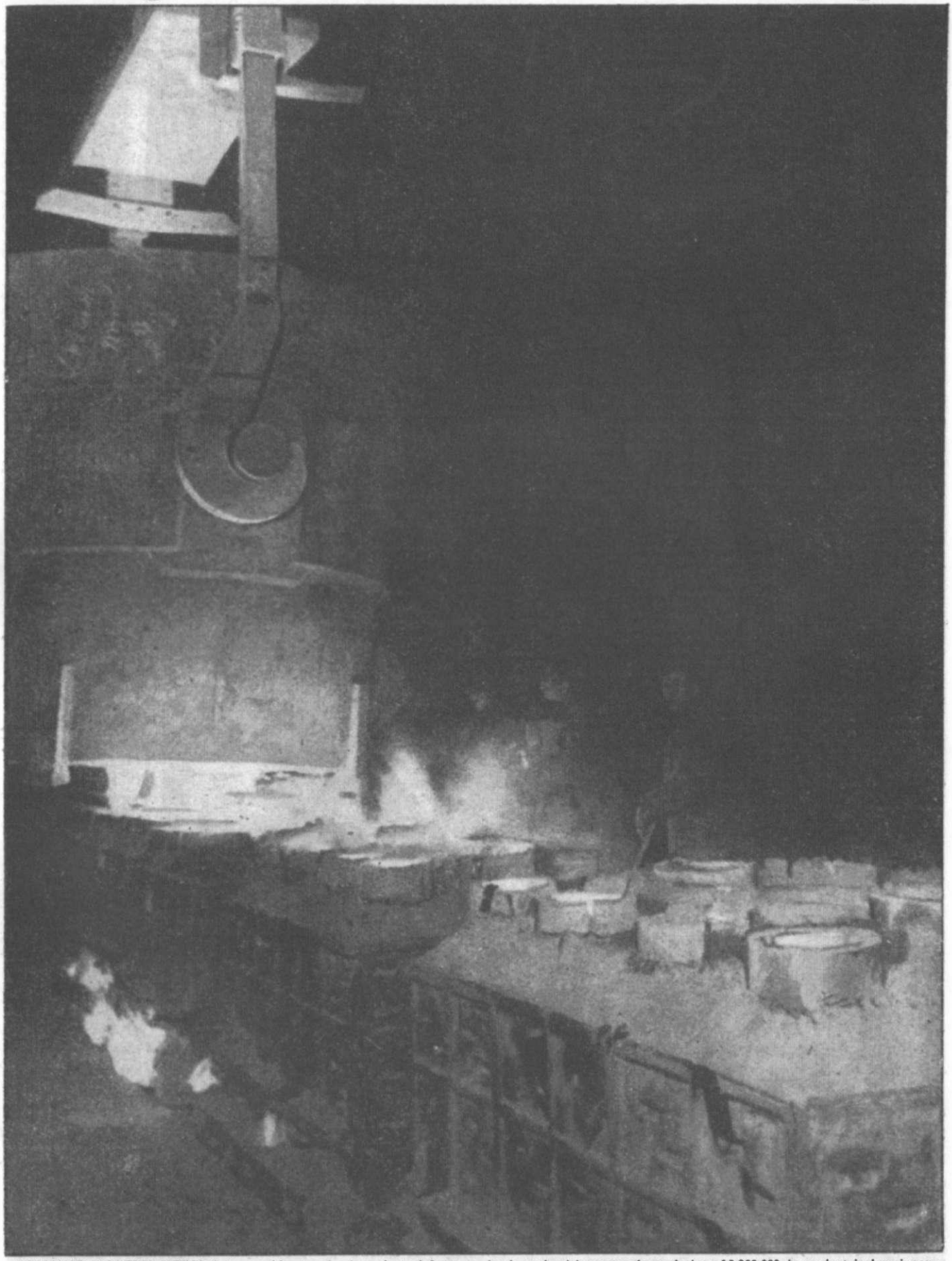
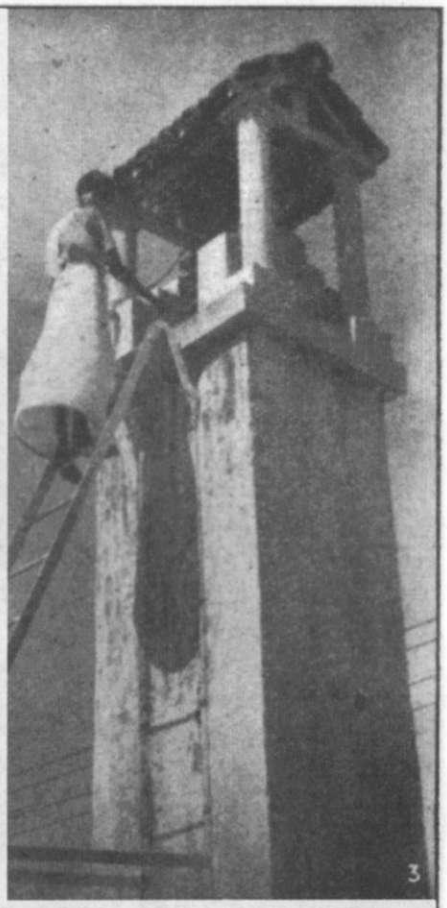
Leningrad Steel a Source of Soviet Triumphs



POURING MOLTEN METAL into moulds at a Leningrad steel factory. Leningrad, with a normal population of 3,200,000, is an electrical engineering and machine-tool centre. Its shipbuilding includes steamers, ice-breakers and timber vessels. At the outbreak of this war it ranked second only to Moscow in the production of electric power. Strategic withdrawal of Russian centres of production to the Urals, Siberia and Central Asia has diminished Leningrad's industrial importance, but it is still the chief Baltic outlet of the U.S.S.R. and is connected with the White Sea by the Stalin Canal. See also p. 564, Vol. 6 : pp. 394, 395, Vol. 7.

Photo, Pictorial Press

Ceylon is Well Prepared for Japanese Raids



PIVOT OF S.E. ASIA COMMAND, to which Lord Louis Mountbatten was appointed on August 25, 1943, Ceylon has raised its civil defence services to a high pitch of efficiency. Tamil Red Cross nurses (1) and doctor in a casualty ward, tend a lad who is a rehearsal air-raid victim ; while there is an Anderson quality about this shelter (4) in the compound of a public building. Ceylon Information Department's propaganda (6), too, has the 1943 note, whilst the porker (5) displays an anti-Goebbels slogan. The tom-tom beater (2) announces air-raid practice, and the attendant mounts to his bell (3), Cingalese counterpart of our siren.

Photos, Pictorial Press

Lord Wavell Takes Over as Viceroy of India

FAMINE in India, mainly in Bengal, was the urgent problem facing Lord Wavell when he arrived on October 17, 1943, to be installed as Viceroy in succession to Lord Linlithgow, who, with Lady Linlithgow, greeted him at Viceroy's House, New Delhi (right). Principal causes of the famine were soaring prices of food and other goods, shortage of grain crops in stock, export of food to meet Allied war needs elsewhere, and lack of shipping to rush supplies to stricken areas when the crisis came. In Calcutta alone 8,000 people had died from starvation and attendant diseases between August 15 and October 15, 1943.

Lord Wavell acted with military resource and speed. "Like another great soldier before him," declared Mr. Amery, Secretary of State for India, on November 4, "Lord Wavell came, saw for himself and took action." Installed in office with the minimum of ceremony on October 20, he toured Calcutta and Midnapore on October 26–27: below he is seen with Sir Thomas Rutherford, Acting Governor of Bengal, watching service of meals to the needy at a free kitchen. On October 28 he called in the Army, of which he had been so recently C.-in-C., to set up relief camps and get food moving from military and other stores to the afflicted areas.

Photos, British Official; Keystone

How Hitler's Canals Help the Nazi War Effort

When the R.A.F. struck at the Dortmund-Ems Canal in 1940, and later bombed the ship elevator at Henrichenburg, they demonstrated that the tremendous importance to Germany of her inland waterways was not to be overlooked by our strategists. How specially vital are Hitler's numerous "Wasser-strassen" is here explained in detail by W. WERTH.

With the Allied forces steadily closing in on the citadel of Hitler's so-called European fortress the inland transport problem becomes daily of increasing importance to Nazi strategists. A short while ago Harry Hopkins, first adviser to President Roosevelt, drew special attention to Germany's traffic on inland waters, estimated today to exceed 120 million tons a year.

Ever since the Reich's foundation the great rivers Rhine, Weser, Elbe, Oder, Main, Neckar and Danube have been dredged and made usable to shipping; and a most intricate system of canals has been initiated. Today they are the most up-to-date waterways in the world, excelling even those of the Low Countries and France. And with thousands of barges confiscated from Holland, Belgium, France and the Balkan territories, Germany's inland fleet is greater than ever.

In a class of its own is the Kiel Canal, lifeline of the German Navy, connecting the Baltic with the North Sea.

All the great navigable rivers in Northern Germany run, more or less, in a south-north direction. The general plan for inland traffic by water required the construction of a water highway across the North-German plain, connecting the inland ports of the Rhine and the industrial areas there and on the Ruhr with the harbours on the North Sea and the Baltic shores, and at the same time with Berlin and other great inland cities and industrial centres, such as Magdeburg, Hanover, and Leipzig. In this way ore from Hamburg and Sweden via Stettin could be brought directly to the furnaces, and in the opposite direction coal, coke, cement, potash and other heavy goods; also foodstuffs could be conveyed to the great central markets.

Many locks overcome differences of altitude, and by special bridges canals are led across rivers. One can sometimes see two different "trains of ships" one above the other. Some years ago enormous ship-elevators were built—one in the west, near the river Lippe and the town of Henrichenburg, another between Berlin and Stettin at Niederfinow. A lift carries 1,000-ton barges in five minutes to a height of 110 feet from the level of the Hohenzollern Canal to the river Oder, thus rendering a series of locks unnecessary.

Big canals demand extensive harbour installations, cranes, warehouses, granaries, tanks, and similar equipment, and the much-bombed city of Duisburg is one of the largest ports in the world. Berlin, where various canals meet—crossing the city or by-passing the outskirts—has various harbours, and a very considerable part of the capital's great industries is supplied by barge traffic.

Of a different type is the inland shipping in Southern Germany, involving use of the rivers Main and Neckar. Originally, in both rivers a heavy iron chain of more than 100 miles in length was sunk, and specially constructed tugs without propellers or paddles crawled along this chain, which was wound over the tug. To a certain extent this system is still in use, but since 1921 so-called "Staustufen," that is "dam-steps," have been constructed; these make a river into a kind of huge staircase for shipping. At certain distances the water is dammed up by gigantic movable cylinders, which can be adapted according to the water-level.

Thus various purposes are fulfilled: the rivers, which often overflowed in winter and nearly dried up in summer, have now a constant water-level; a sufficient depth of water is secured for barges up to 1,000 tons; and overflow is used by huge power stations supplying electricity to industrial undertakings in the surrounding districts.

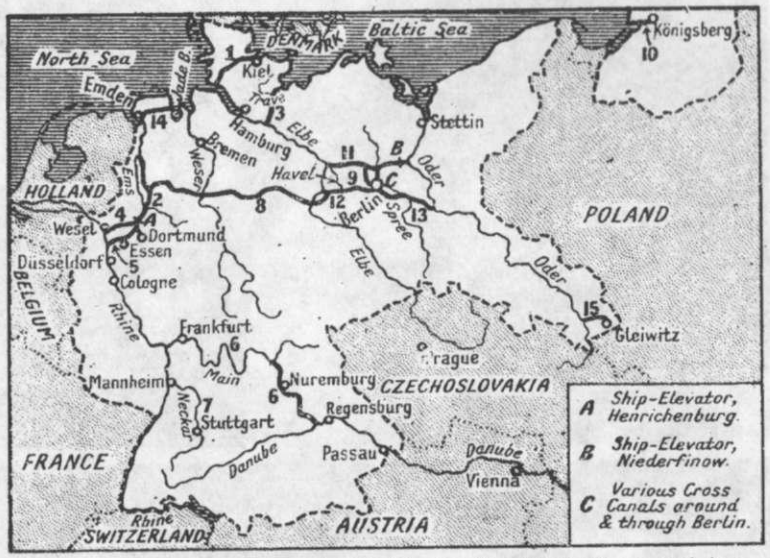
Modern locks lift a ship step by step. The industrial heart of Württemberg, around Stuttgart, is thus directly connected with the coal mines of the Ruhr. The linking up of the Rhine and Main with the Danube right through the industrial area round Nuremberg has been achieved by the modernizing of the hundred-year-old, small Ludwig Canal. Oil from Rumania, previously shipped to Regensburg on the Danube only, together with rich products of the Balkans, can now be transported directly to all centres in Germany proper.

There is another group of shipping, no less important, connecting the Upper Oder with the famous coal mines and factory districts in Upper Silesia; it was Rudolf Hess (now a prisoner in England) who opened the Adolf Hitler Canal in 1940. A curiosity worth mentioning is the connecting of lakes in East Prussia by transporting small steamers on specially designed railways across intervening stretches of land.

The Germans have aimed at a standard-type barge of 1,000 tons for most of their inland water traffic. Canals near the Rhine and Ruhr carry 1,250-ton ships. These are driven by their own Diesel engines or towed by tugs. Some of the most important waterways are provided with electric locomotives running along a tow-path, thus accelerating otherwise slow goods traffic. A "train" of four or five large barges is equal to the load capacity of a sea-going merchant vessel. It also equals about 50 heavily-laden goods trains, thus relieving pressure on railways.

The time is approaching when Hitler, faced with new fronts, will have to move his divisions very quickly indeed to danger spots. His autobahnen (motor roads) will eat overmuch petrol; but canals will greatly help the railways, congested as they are, and short of rolling-stock and locomotives. Doubtless more attention will be paid by Allied bombers to Hitler's canals when the time is ripe.

Possibilities of devastating floods, causing enormous industrial dislocation, are also borne in mind by the R.A.F., as was demonstrated on May 17, 1943, when Lancaster bombers in a daring low-level attack breached three vast dams serving the Ruhr industries (see pp. 24-25, Vol. 7), a feat described by Air Chief Marshal Sir Arthur Harris as "a major victory in the battle of the Ruhr, the effect of which will last until the Boche is swept away in the flood of final disaster."



NETWORK OF WATERWAYS mapped here plays a great part in solving Germany's internal transport problems. The enemy's river-canal system is acknowledged to be the most modern in the world. See table on left for key to numbers.
Specially drawn for THE WAR ILLUSTRATED

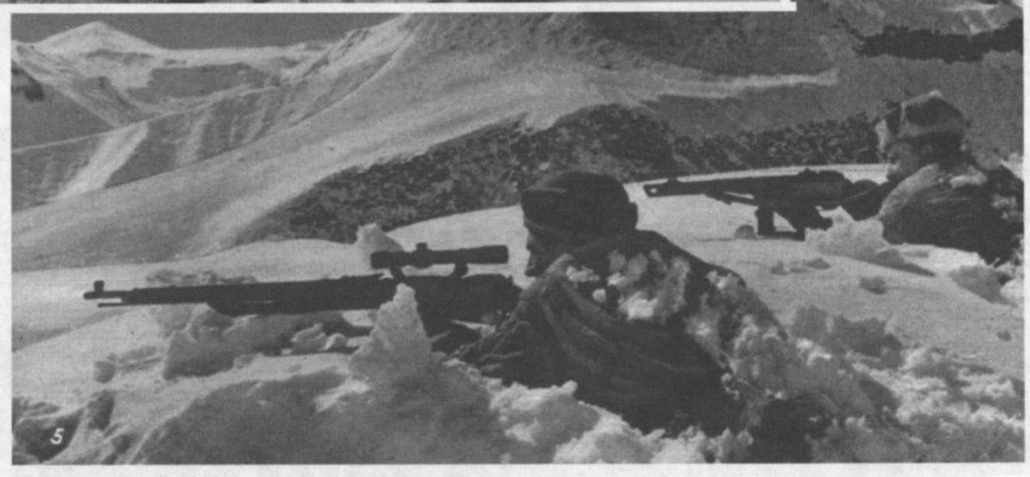
GERMANY'S GREAT INLAND WATERWAYS

CANAL	BARGE CAPACITY	DETAILS
	Tons	
1. Kaiser Wilhelm (North Sea-baltic Sea)	Over 1,200	Opened 1895. Length 61 miles. Draught 36 feet. Surface width 112 feet; bottom-width 48 feet. Double locks at both ends. Traffic up to 22 million tons (1930).
2. Dortmund-Ems	Over 1,200	Length 166 miles. 20 locks, with ship-lift at Henrichenburg. Length 41 miles. 7 locks.
3. Elbe-Trave	Over 1,200	Length 41 miles.
4 Lippe	Over 1,200	2 locks.
5. Rhine-Herne	Over 1,200	Length 23½ miles. Communication: Ruhrort-Herne, then Dortmund-Ems and Midland Canal. 8 locks.
6. Main-Danube (Under reconstruction)	Over 1,200	Originally the Ludwig Canal, 108 miles. In 1921 modernization started; including the river Main from Aschaffenburg, about 175 miles. 24 locks; dam near Passau.
7. Neckar	600-1,200	Using the river by "dam-steps"; about 125 miles. 26 locks.
8. Midland	600-1,200	Started 1905. Many short branch-canals to industrial centres as: Bernburg-Strassfurt, Leipzig-Kreypau, Rhine-Herne, Lippe, etc. 4 locks.
9. Ihle-Plauer	600-1,200	Connecting rivers Havel and Elbe, 41 miles. Double lock, ship-lift.
10. Koenigsberg-Sea	600-1,200	Connecting Koenigsberg with Baltic Sea, 20 miles. 2 locks.
11. Hohenzollern (Berlin)	250-600-1,000	Connecting rivers Havel and Oder, part of the "Great Ship Way" Berlin-Baltic Sea. Length 63 miles. 7 locks; ship-lift at Niederfinow.
12. Teltow (Berlin)	250-600-1,000	Connecting rivers Spree and Havel, Southern Berlin. Length 24 miles. 1 lock.
13. Oder-Spree (Berlin)	250-600-1,000	Connecting rivers Oder and Spree. Length 56½ miles. 7 locks.
14. Ems-Jade	Under 250	7 locks.
15. Adolf Hitler (Oder-Upper Silesia)	600-1,000	Constructed during this war.

Photos, Planet News, Pictorial Press

Historic Kiev Restored to Soviet Russia

In German hands since Sept. 22, 1941, Kiev, capital of the Ukraine, was successfully stormed by Soviet forces on Nov. 6, 1943, after operations claimed to be unequalled for speed and intensity. Whilst a smoke-pall still hung low over the once beautiful city (3), and Soviet tanks rumbled along Kreschatik Street (2), inhabitants were thanking Gen. Vatutin's troops, near the famous Opera House (1). A pyrotechnic display in celebration of the victory lighted the Moscow sky (4) that night.



Sweeping the Hun From the Northern Caucasus

Photos, Pictorial Press

Final clearance of the Germans on October 9, 1943, from the Northern Caucasus was due to the brilliantly combined fighting of Soviet troops, sailors and airmen. Ground crew overhaul the armament of a Red Air Force fighter (1). Marines of the valiant Black Sea Fleet go in with the bayonet to "winkle" the enemy out of a rocky coastline position (2), while Red Army reinforcements march tirelessly along a mountain highway (3) to join their comrades in the fighting line.

The Rising Tide of Victory Amid the Snows

Prone in the snow, invisible to enemy planes, Red Army snipers (5) picked off unerringly stragglers from the fleeing Nazi forces as these trudged despairingly along almost impassable mountain roads, menaced at every step by avalanches, dogged by violent storms. Two Soviet pilots (4), well content after a triumphant dog-fight, land in brilliant sunshine, to be greeted with congratulations and regaled with a welcome drink by a smiling girl from a near-by collective farm.

At the Heroic Heart of the Soviets

Photos, Pictorial Press

With the failure of the last German attempt to take Moscow, in March 1942, life in the Russian capital resumed its normal course. This girl (1) controls bridge traffic over the Moskva River; a militiaman (3) does similar duty in Red Square, with walls of the Kremlin on the right, St. Basil's Cathedral in background. On Jan. 18, 1943, siege of Leningrad was raised after a bloody crossing of the Neva, on whose embankment a field gun (2) is mounted. (See also illus. pp. 394 and 395.)

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

Military Gangsters Sway Modern Japan

WHAT sort of people are the Japanese? I remember during the war they fought with Russia there was a popular song called "Pansy Faces," and a verse was introduced about the "little Japansy faces" which "looked up at me and smiled." We were allies of the Japanese for many years. We were told what a delightful race they were, so artistic, so neat and tidy in their homes, so anxious to be up to date in everything, such admirers of our ways that, in the words of another song popular at the time, "if they couldn't be like us, they'd be as like us as they were able to be!"

When we think now of Japanese faces we don't think of them as smiling; we think of them as distorted with malignant cruelty. We hate the thought of their slant-eyes, yellow skins, straight, black hair, tight lips. How can we account for this change in them? Were they always ready to indulge in atrocities if they got the chance, and to follow leaders with crazy aims of Pacific dominion and no more honour than—indeed, not so much as—bandits or burglars? Or was what we were ordered by our Foreign Office, working through the Press and Parliament, to believe about them substantially true? Is their behaviour at present a mere temporary aberration, a madness that will pass away?

WELL, my theory about masses of people, whatever their race, colour, or creed, is that they can be made to behave decently if decency is urged upon them by leaders whom they trust, or made to act like devils if their leaders are of the devilish sort. I do not believe that masses of people have wills of their own. As individuals, yes; as mobs, no. The origin of the term "mob" was, you know, the Latin *mobile vulgus*, the herd that can be driven this way or that, "like a feather in the wind," as the writer of the song La Donna è mobile in Rigoletto put it. Democracy, is in my view of it, not government by mobs without wise guidance, but government according to the wishes of nations instructed and inspired by those with trained intellects, wide knowledge, and noble characters.

Now, in those days when we were told to respect and like the Japanese, they had such men to lead them. Since then the power over them has passed to thugs, whom Prof. John Morris, author of Traveller from Tokyo (Cresset Press, 10s. 6d.), calls "military gangsters"; they have inflamed the minds of a people who were not long ago peace-loving, kindly, wishful to be friends with all the world. Even now, Mr. Morris tells us, those who were his intimates when he was a professor in Tokyo are still like that.

"THE majority were intellectuals, many would have done anything to prevent this war and were profoundly shocked when it came." They had been too lazy, or too timid, or too much occupied with their private interests and studies, to make any serious attempt to save their country from the generals and admirals who are actuated not by a desire for the well-being of the people, but by their own lunatic ambitions and lust of domination.

The army now, Prof. Morris says, has complete control of the government. "In fact, it is the government. Every branch of the national life—education, industry, commerce, even religion, all are subject to its will, and it is committed to a plan of almost unlimited aggression." Mr. Morris does not believe the Ministers of the Mikado knew about the attack on Pearl Harbour until after it took place. In the Foreign Office the day the news of that shameful act of treachery reached Tokyo he found the officials "just as much surprised and stunned as the ordinary man in the street." He suggests that the gangsters acted as they did without letting the Ministers know what they had planned. "I think it not unlikely that the attack on Pearl Harbour was launched by the Armed Forces without the previous sanction of the Government."

That is a startling suggestion. It may be sound. But I would put forward another, based on some knowledge of what Japanese Jingoes can do in the way of mystifying world opinion. They may have argued in this way: We had better leave a door open through which we might escape from the consequences of our making war, if it should go badly for us. In that event we could let the politicians tell Britain and the United States, "We were not to blame, so you can make peace with us."

I have in mind many instances of such double-crossing by Japanese statesmen, military leaders, and business men. When peace was made after the Russo-Japanese War, President Theodore Roosevelt played the part of mediator. He told me the Japanese got what they wanted by asking for much more than they wanted, and withdrawing their demands for what they did not want at the last moment so as to appear reasonable, even generous, and secure what they really cared about.

THIS low kind of cunning does not appear from Prof. Morris's book to be general among the Japanese, whether they are intellectuals or not. He "grew extremely fond of them." After Japan came into the war Britons were regarded with suspicion by the police, who seem to be as bad as Hitler's Gestapo, but "not one of my Japanese friends ceased to visit me and I even made a few new friends. Some of them went to great personal trouble to keep me supplied with food. I shall never forget their kindness or the risks they took; in a country with so vicious a system of police spying, it requires considerable courage to pay regular visits to an enemy alien in wartime."

IT is not easy to look at other nations habits and customs without making odious comparisons, without abusing or making fun of them because they are not like our own. As I read Prof. Morris's amusing and informative pages, I could not help thinking of Alice's Wonderland. Take their system—or lack of system—in numbering their houses.

Every street is divided into blocks. The houses in a block are numbered as they are built, irrespective of their position in it. Should the block happen to be large, the house numbered One may be at this end of the street and that numbered Two at the other end.

Moreover, should several new houses be built on a site formerly occupied by one, each retains the number assigned to the original house, so that it is common to find several houses in one street all with the same number. A friend of mine lived in a street in which eleven other houses had the same number as his own.

On the other hand, when one house has been built on a site formerly occupied by several, you get the opposite result. Another friend lived in a house numbered 25-30. To add further to the confusion, the arrangement of the blocks themselves does not conform to any plan; one often finds Block Number Six, for instance, adjacent to Block Number Ten.

But when you do find the house you want, it always has a garden and is always detached. "The rows of sordid little houses or semi-detached villas that so disfigure our towns are unknown in Japan."

ANOTHER topsy-turvy method is connected with the telephone service. Instruments are very hard to get; you may have to wait four or five years. Therefore anyone who has a telephone is expected to let all his neighbours use it. Not only to call people themselves, but to be called! "There were times when the queue in my small study was like one outside a public call-box, and the cook would often have to run down the street to summon someone when she was in the midst of preparing a meal." Prof. Morris even found that one of his neighbours "actually had my telephone number printed on his card."

In restaurants the Japanese get more pleasure out of the artistic surroundings and the dainty way food is served than out of eating it. The author confesses that some of their favourite dishes made him literally sick. What meals they get now are of poor quality, so lacking in nourishment that "it is bound in time to undermine the health of the rising generation." But they "will not crack; they will support the army to the end." And the army "must conquer or perish."

PRELUDE TO PEARL HARBOUR. Japanese pilots being briefed for the treacherous attack on America's great Pacific naval base while Japanese envoys were still discussing "peace" in Washington, December 7, 1941. This photograph is a "still" from an enemy news reel now in the possession of the U.S. Government. The Pearl Harbour incident is discussed in the book reviewed in this page. *Photo, Associated Press*

Dashing D.R.s of the Royal Corps of Signals

His motor-cycle isn't the only accessory with which the Dispatch Rider must be familiar. Indispensable to every military formation, as explained here by JOHN FLEETWOOD, he is a man of many parts and of hard and specialized training, and resourceful withal. See also facing page.

SOLDIER, signaller, secret agent, scout, King's messenger, Commando . . . . even that is not a full summing-up of the work of dispatch riders of the Royal Corps of Signals. Every military unit or formation has a dispatch rider section, and if it hails from the official Corps so much the better, for none are so fully trained and equipped as the men from the R.C.S.

Probably more than any other campaigner, the D.R. must be a man of scores of parts. True, he must be soldier first—the swift tempo and varied needs of mechanized total war demand that. But before he is ready to take the road as dispatch rider there is a course of some months, suitably reduced and compressed to meet increasingly heavy demands on the Corps. He fills every second of it.

It begins, as you might expect, with machine maintenance, and if—usually as ex-motor mechanic or cognate trade—the practical experience the applicant brings to the job is insufficient, intensive training makes good what is lacking. Before he graduates he knows his machine inside out. The knowledge is a vital necessity both to him and his job, since his trusty motor-cycle must—literally—never fail him.

IF, despite all he can do, it does fail him, then he must complete his task by seizing another machine or an enemy vehicle, or by getting a lift in a truck or lorry, or finishing the journey afoot—the last and degrading extremity. No matter what problems confront him, he must reach his objective. That is the cardinal feature of a dispatch rider's training. But even 100 per cent efficiency in " keeping himself on the road " would be useless without tip-top proficiency in a score of other directions.

In the fullest sense he is a signaller. When training is over, there isn't much he cannot tell you about that. As well as the laying and repair of field telephone lines and communications of all types, he can smell out breaks in lines outwardly perfect. He must know almost at a glance how much enemy cable to rip up, how much to take away, in order to make the line useless.

Uninterrupted communications are vital, and it is the D.R.'s task to fight the interruptions. Malta provides a vivid illustration. The power behind the island's communications was Lt.-Col. Ellis of the R.C.S.

" DURING the blitzes," he said, " our biggest job was to keep the telephone wires, which carry our service all over the island, intact. Often they provided the only means of transmitting essential information throughout the island—sometimes the only way to issue air-raid warnings. But they seemed to have a fatal attraction for bombs and shell fragments. The moment we knew a wire was down we sent out to repair it. These men would race death a score of times to restore a cut line, and no one will ever know the full story of the heroic linesmen who strove, not merely between raids, but literally between bombs, to keep the lines up."

If it isn't ground and overhead lines, it is dispatches personally carried ; and the Big Blitz was as much a major operation for the Signals boys as for the A.R.P. and fire-fighting services. With telegraph and telephone communications down, dispatch riders fought their way at top speed through the scorching, screaming hell with urgent dispatches to rail termini and signal stations.

Uninterruptedly the service was maintained along the roads—for there was no other way—though these were often made impassable by piles of red-hot debris and huge tongues of flame from burning buildings on both sides. Black-out added to the difficulties. It was no picnic, when fire-bombs gave place to H.E.s, riding the roads without lights at the risk of diving headlong into craters and unlighted roped-off road sections.

All the same, this was no novelty for the experienced D.R., trained to overcome all obstacles. Most of them considered it almost elementary compared with problems met with on active service. Travel by night across the desert meant ability to read the stars. Without a perfect memory the D.R. would be useless ; how would he commit to memory long, intricate messages which, written, might fall into the hands of the enemy ? He must know map-reading from A to Z, even be able to memorize from a map any 40 miles of untravelled road. To recognize all unit signs and flashes, and know upon whom to make his calls he must have a thorough knowledge of army organization.

" Here," said the examiner at one of the schools, " is an imaginary road-block—a large hole. How would you get across ? ?" " With an imaginary plank," replied the humorist of the class. The actuality is not so humorous. Time and again dispatch riders have had to negotiate huge crater pools with planks. This fact underlines one of the basic qualities of D.R. make-up—resourcefulness, the attribute which operates as when Signalman Chalker was escorting a D.R. truck carrying important dispatches from Harrar in Abyssinia. About 20 miles out progress was impeded by a flooded river four feet deep. Hurling the dispatches across to a South African officer who had a motor-cycle on the opposite bank, Chalker persuaded some coloured boys to carry his own machine across. Farther on he overtook the officer, whose machine had broken down, and, without stopping, collected the mailbag as he passed. Shortly after, his own cycle failed him. Nothing daunted, Chalker commandeered a supply lorry going the other way, turned it round and reached the aerodrome just in time to clear the mail by aeroplane.

INGENUITY flowed freely when D.R.s of the desert Reconnaissance Corps, badly needing more bikes, raided the Hun lines and captured nine brand-new machines. And there is infinite resource in the army courier's quick-time methods of mending a puncture. One is to stuff up the hole with grass !

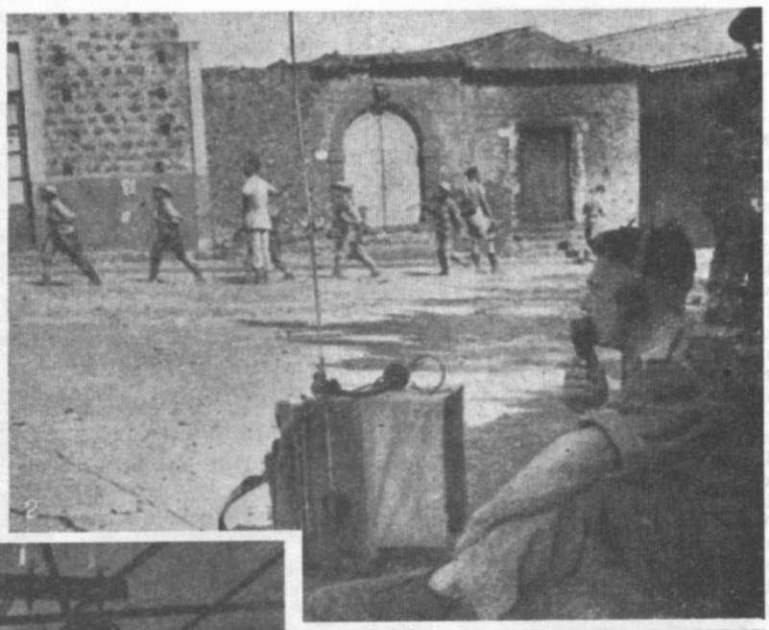
Other attributes officially tagged to D.R.s are energy, initiative and cunning. And the greatest of these, the older hands will tell you, is cunning. On patrol with our cars in Tunisia, a Recce D.R.'s motor-cycle broke down. The enemy was so near that he had to leave it in a ditch in no man's land. Later, he set out with a 15 cwt. truck to retrieve it. Near his cache he spotted two German soldiers settling down for a nap in a farmyard by the roadside. Stopping the truck, and equipped only with a revolver—sole official armament of the D.R.—he crawled forward and captured both men as they dozed, thus acquiring valuable identifications of the enemy units confronting our troops.

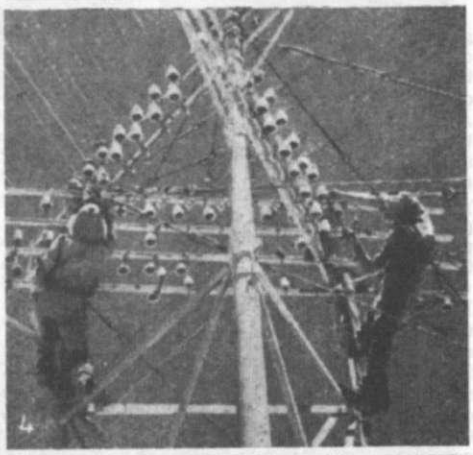
That was cunning allied to courage. Often by such acts and by closely observing enemy movements, a D.R. may be a commander's important source of information. Frequently he may be the sole means of communication, as at El Alamein when all radio communication was ordered to be suspended for security reasons, and tank commanders picked up with nets the urgent dispatches that D.R.s held aloft on sticks as they roared by.

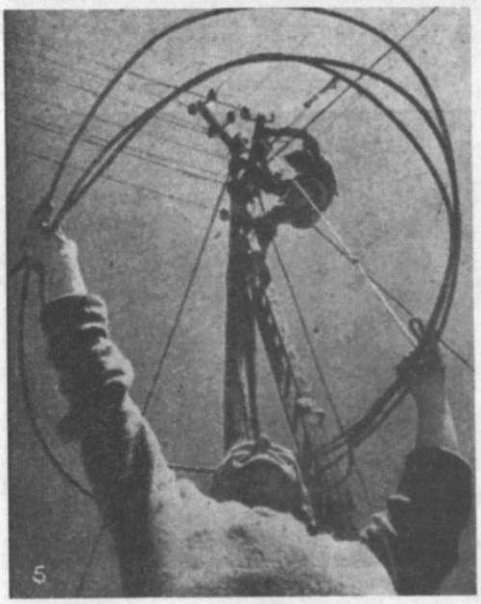
And let us not forget the signals girls of the A.T.S. Their work is on the home front, but it is none the less vital. Generally, their function is as Signals Operators ; and a fine example of it was when sneak raiders' bombs wrecked an A.T.S. billet in an East Anglian town last May. Though a number of their colleagues had been killed outright, four surviving girls in a nearby house hardly turned a hair : they just carried on.

ROUGH GOING is all in the day's work of a Royal Corps of Signals dispatch rider even when, as here in North Africa, the terrain is reminiscent of pre-war Isle of Man T.T. trials. Bulk of the Army's correspondence, marked maps, the most important operational orders and secret messages which cannot be entrusted to wireless, are carried by these devil-daring and superbly enterprising motor-cyclists. *Photo, British Official : Crown Copyright*

They Keep Open the Line From H.Q. to Front







THE ROYAL CORPS OF SIGNALS, formed June 28, 1920, to deal with the study and practice of signal communications, has developed into a highly specialized and technically skilled body responsible for the operation of all the Army's systems of communications. Means employed by the Corps include the radio, the telegraph-line and dispatch riders (see opposite page). Latest acquisition of the radio section is the "Golden Arrow," a mobile, high-speed wireless station (1) to keep field armies in contact with H.Q. A radio operator (2) gets down to the job as British troops pass through Belpasso, Sicily. Cadet-linesmen (3) learn maintenance details from models, in preparation for work under all conditions of war and weather (4, 5 and 6).

Photos, British Official: Crown Copyright

THE HOME FRONT

by E. Royston Pike

By the end of the year we shall have gathered the greatest harvest that the country has ever known. So announced Mr. R. S. Hudson, Minister of Agriculture, in a recent broadcast. It is a striking fact, and all the more remarkable in that the huge amount of food has been grown on the smallest acreage of land devoted to our agriculture since official records have been kept—this because every month of the war we have had to give up more and more land for aerodromes, battle-training grounds, and other martial purposes. Farmers and their men, their wives and the women and girls of the Land Army, between them have astonished the world ; and grateful thanks are due, too, to the great body of volunteers who have spent much of their holiday periods on the land, helping the harvesters of grain and roots. Fortunately, the weather has been kind—at least in most parts, although in the West Country and in the north persistent rain drenched the crops and laid them low, so that farmers and farmworkers had to stand by helpless for several weeks, watching their precious produce spoil.

So far as can be estimated we are likely to get one million tons more bread-corn and over a quarter of a million tons more potatoes than last year—and last year was a record one. That in itself, said the Minister of Agriculture, means a saving of enough ships to transport overseas vehicles, supplies, guns, ammunition and equipment for some eight to ten divisions. "And that is merely this year's increase over last year's. So you can picture for yourselves what last year's prodigious total means, and can see that the fields of England have had quite a lot to do with the collapse of Italy." In years gone by Michaelmas used to be the traditional end of the farming year. But things are very different today. Now a start is made with sowing for next year while this year's stooks are still standing in adjoining fields ; and in the depth of winter the farmworkers are busy in the fields, ploughing and planting so that next year's harvest shall surpass the one that has just been gathered and garnered.

Because of the fertile cooperation of man and Nature we—the forty-five millions whose homes are in this little island—are the best-fed people in Europe ; but at the same time we must recognize that this happy state of affairs would not have been possible but for the careful planning and foresight of the Ministry of Food. Lord Woolton has triumphed in a position that has proved the grave of more than one good man's reputation ; and just because he has been so successful he is now being transplanted to a fresh field of effort. On November 11 it was announced that he had been appointed Minister of Reconstruction with a seat in the War Cabinet—in other words, he is entrusted with the task of implementing what Mr. Churchill in his Mansion House speech of November 9, 1943, described as "a vast and practical scheme to make sure that in the years immediately following the war there will be food, work and homes for all." To provide these things is a simple duty, went on the Premier, and "no airy visions, no party doctrines or party prejudices or vested interests shall stand in the way."

The New Britain Plans Are Now Lord Woolton's Responsibility

Lord Woolton is not a party politician in the usual sense ; he has let it be inderstood that he has no political ambitions, but intends after the war to return to the world of business in which he was so successful in the years gone by. (Of his chairmanships the most important was that of Lewis's, the departmental stores that are so prominent a feature of the northern cities ; and he was once warden of a university settlement in Liverpool). His new appointment may lead him to change his mind and his plans. The new Britain is now his responsibility, and the measure of his success will be reflected in the lives of us all. Obviously, the Prime Minister could not have made a better choice ; and it is generally anticipated that the reports of Beveridge and Barlow, Scott and Uthwatt will be retrieved from the pigeon-holes in Whitehall and some at least of their proposals included in the reconstruction programme..

Other Cabinet changes were announced at the same time as Lord Woolton's appointment. Mr. H. U. Willink, K.C., M.P. for Croydon N., became Minister of Health in succession to Mr. Ernest Brown, who received in exchange the Chancellorship of the Duchy of Lancaster. Mr. Willink is a newcomer as M.P.s go—he was elected only in 1940 ; but he has been highly commended for his work as Special Commissioner for rehousing in London following the great air raids. Lord Woolton's place at the Ministry of Food is filled by Col. J. J. Llewellin, who for some time past has been British Minister Resident in Washington for Supply and Chairman of the British Supply Council in North America. The new Minister in Washington is Mr. Ben Smith, a Labour member who can look back upon a varied career, in which he has been lower deck boxing champion in the Royal Navy, a driver of horse cabs and taxis, an organizer of the Transport and General Workers Union, and Treasurer of the Royal Household. Then Mr. Duff Cooper, lately Chancellor of the Duchy, goes to North Africa as the British envoy to the French Committee of National Liberation ; and Mr. Lennox Boyd succeeds Mr. Ben Smith as Parliamentary Secretary to the Ministry of Aircraft Production.

So few and scattered have been the raids of late months that there has been voiced in some parts a suggestion that the Civil Defence volunteers might be released from some of their duties. Mr. Herbert Morrison, Home Secretary and Minister of Home Security, is convinced, however, that the time has not yet come when we can safely relax our precautions. "If Hitler thought that his bombs would be greeted by incompetence and muddle," he said on November 18, "he would certainly risk more of his planes more often. Civil Defence personnel and Fire Guards who do duty and training on a raid-free night should consider that they have won a victory, not that they have wasted time." Mr. Morrison then referred to a recent incident, in which a crowded London dance-hall had received a direct hit from a German bomb. Very largely, he said, it was a job for the Rescue Service, but all the Civil Defence services, the W.V.S. and the N.F.S., put up a great show. "We had come to expect that of them, but a new point was the way in which a number of the Fire Guard won their spurs that night."

When such an incident as this occurs, the Wardens and their comrades come into their own. But really they are doing a fine piece of social service, every day and everywhere. "Down our street we've got a utility lady warden," said Anthony Gordon in a broadcast a short time back. "In addition to her ordinary jobs of looking for bombs, mending gas-masks and collecting old iron, she looks after all the kids in the neighbourhood. She tells them when their teas are ready, ties their bootlaces, wipes their noses, gets their balls down off roofs. And if two of them start fighting she stops it by the simple method of clipping the bigger one's ear. She's a boon to the children, but a bigger one to the mothers who want to get on with their work ; and I suppose by stopping the children fighting, she does a lot towards stopping their parents getting at it too . . ."

LORD WOOLTON, C.H.
Minister of Food since April 1940, his new appointment as Minister of Reconstruction was announced on Nov. 11, 1943. He is an administrator of outstanding ability.

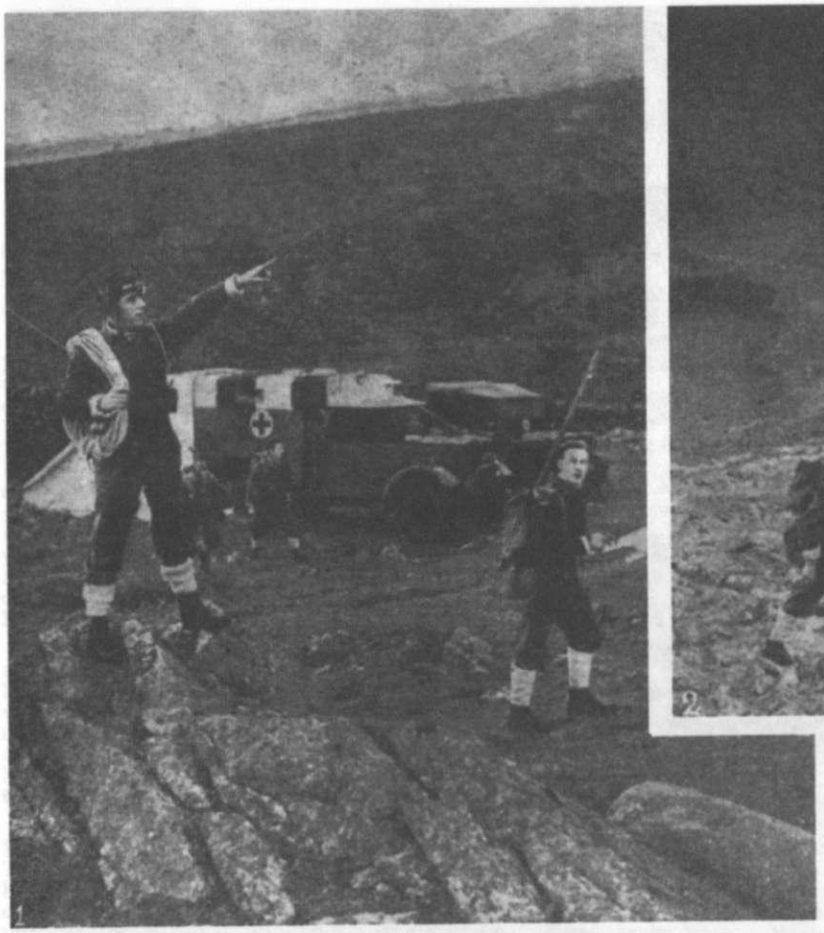
COL. J. J. LLEWELLIN, M.P.
Succeeded Lord Woolton as Minister of Food. Was Minister Resident for Supply in Washington ; prior to that was Minister of Aircraft Production.

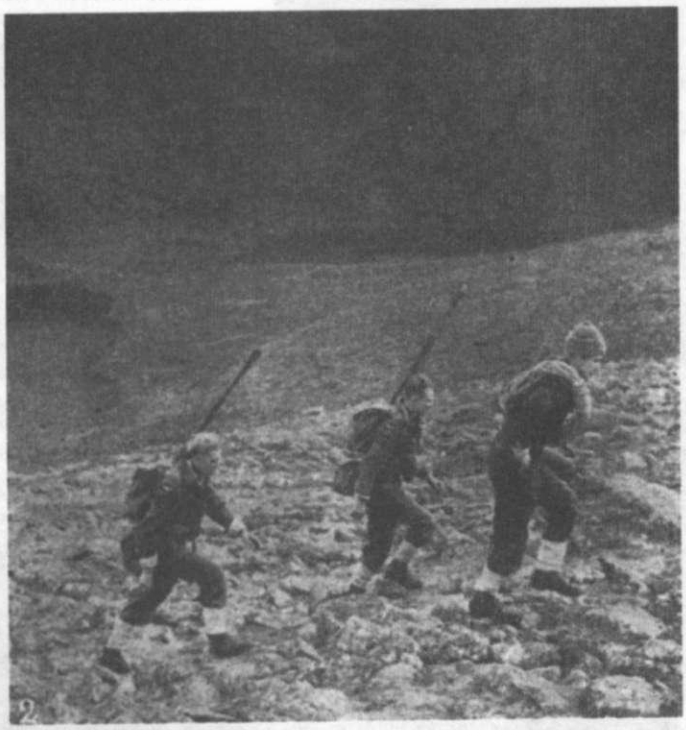
BEN SMITH, M.P.
New Minister Resident for Supply in Washington, with Cabinet rank. Was formerly Parliamentary Secretary to the Ministry of Aircraft Production.

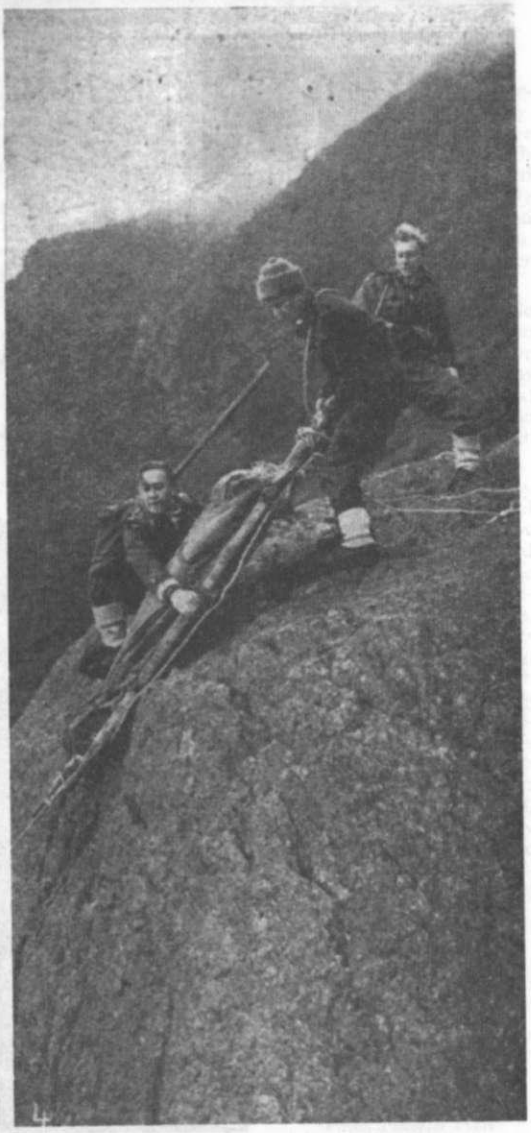
H. U. WILLINK, K.C., M.P.
Minister of Health in succession to Mr. Ernest Brown. Formerly Special Commissioner for air-raid homeless in the London Civil Defence Region. Now becomes a Privy Councillor.

Photos, Topical, Barratt's

R.A.F.'s Speedy Succour for Crashed Flyers







RESCUE IS THE JOB of the new R.A.F. Mountain Service, which brings expeditious aid to airmen crashed in hilly areas where an ordinary ambulance tender would be unable to go. Each rescue unit has a powerful four-wheel-drive ambulance fitted with medical, rescue and radio apparatus, and a jeep to act as tender. The ambulance having been brought as far as possible (1), members of the unit—equipped with head torches and wireless sets, and attired for mountain climbing—make for the scene of the disaster, while others (3) set up an emergency tent. One Welsh unit has as M.O. a skilled mountaineer, Flt.-Lt. G. D. Graham (2, wearing woollen helmet). He leads his men to the spot, and the injured airman is lowered (4), strapped to a stretcher.

Photos, Fox, Planet News

Busy Port of Algiers Now a Vital War Centre

ALGIERS TODAY presents a spectacle of military and political bustle. It is the administrative and commercial centre of North-West Africa, and through its port (4) pass men and material vital to the war; these are Britain-bound passengers waiting for their transport to back in. Allied sick and wounded patients convalesce here: special recuperative exercises (1) are included in the treatment. Generals Giraud, de Gaulle and Catroux (2—l. to r.) faced the first session of the provisional Consultative Assembly of France on November 9, 1943. Tommies on leave rove the bazaars for gifts to send home; like this one (3) bargaining for a tiny garment (held up by the seller)—maybe for the baby he has not seen for many months, if at all.

Photos, British & U.S. Official

I WAS THERE! Eye Witness Stories of the War

With the Soviet Troops I Entered Burning Kiev

All night the battle raged at the city walls. Flames seethed and hovered over it ; the German incendiaries were working feverishly. In the morning, Nov. 6, 1943, the Russians regained the city by storm. Major H. Bukovsky, of the Red Army, who entered with the conquerors, sent the following vivid dispatch to the Soviet War News. See also illus. page 431.

FROM our observation post it seemed that Kiev was one sea of flames. I could see the eyes of our men fill with tears at the sight of the burning city. They had seen so much already. It would not have been strange if they had forgotten how to weep. But they wept for Kiev.

Our troops did all they could to save Kiev. Day after day they pounded away at the Germans' formidable defences. Then they executed a bold manoeuvre in the rear of the Nazi garrison. For brevity and speed the Red Army's Kiev operation has no parallel in history. All arms—artillery, infantry, tanks and air force—distinguished themselves equally. The enemy was overwhelmed and annihilated; the woods beyond Pushcha-Voditsa are littered with hundreds of wrecked guns. The charred carcasses of scores of his Panzers lie around Priorka and Svyatoshinv.

On November 6 Lieutenant-Colonel Ponomartsev's Red Banner Guards Regiment burst into Kiev from one end, fought its way to the centre, and began to clear a path to the opposite end. At the same time Capt. Chumachenko's tank battalion, together with infantry under Hero of the Soviet Union Capt. Ivanin, invaded Kalinin Square.

I overtook these troops in the morning in Kreshchatik Street, Kiev's main thoroughfare. The tanks were moving forward illuminated by the rays of the rising sun and the glare of a burning house at a street corner. As I watched, the partition wall collapsed and long tongues of fire shot across the street.

We drove through a pall of smoke to the Regional Soviet building. Farther along the smoke cleared, but the streets were in ruins. All the way to the suburb of Bessarabka we saw nothing but a chaos of destruction, traces of barbarity unequalled since the times of Batu. In Kreshchatik Street we halted and bared our heads. A grave opened before us in a lawn near the Regional Soviet building. Junior Lieut. Sheludenko's scouts were burying their fallen commander. Near the grave stood a girl holding a wreath. The Lieutenant had been killed just as his troops burst into the city streets.

From Kreshchatik Street we swerved to the right—everywhere fires, debris, ruin. We reached the monastery of caves, the ruins of the Cathedral of the Assumption, which the Germans blew up two years ago, and the wrecked City Museum buildings. Here we met one solitary person—Sergei Emelyantsev, senior mechanic of the Kiev waterworks. He was an old man, but he was desperately eager to be allowed to come along with us. "Let me join you, if only in a supply column," he pleaded. "I'll show you where there are German tommy-gunners beyond the waterworks, firing at our troops on the Dnieper."

Entering a liberated city with the army is a heart-rending experience. In Priorka and in Podol weeping women embraced the tired, smoke-stained soldiers, who were still feeling the strain of the recent battle. Glass splinters crunched under their feet as they marched. I sensed their mingled elation and grief, their poignant pity for the women, old men and children who came forward to meet them, the people of Kiev, with faces ravaged by torment and long-deferred hope.

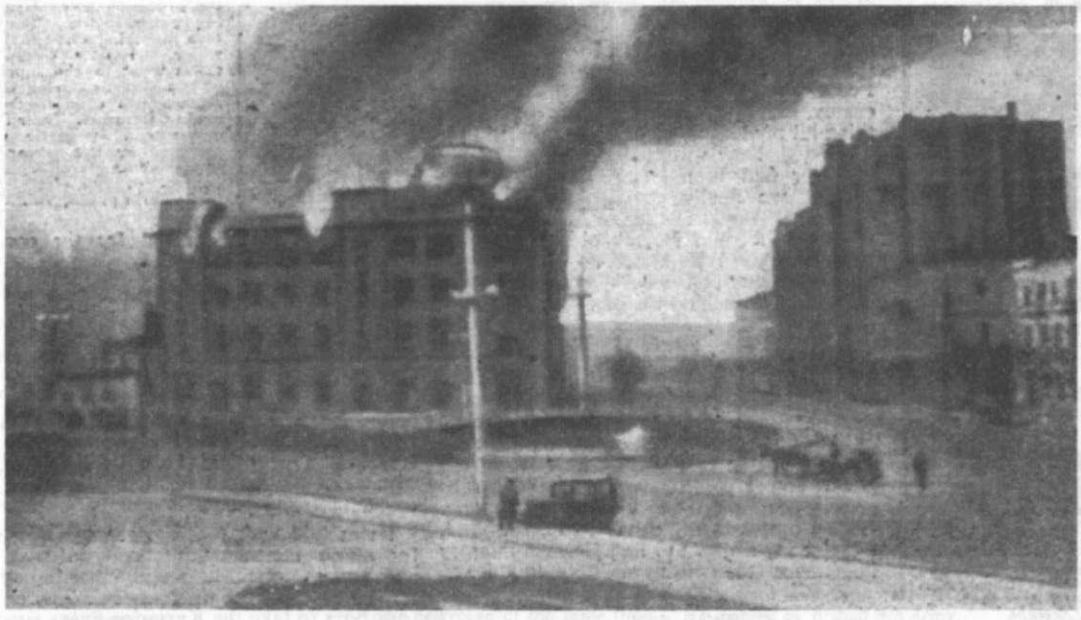
KIEV was half empty when our troops entered it. The Germans had evicted all the inhabitants from the centre, from Podol and the monastery district, and proclaimed the city a military zone. Long before the battle the compulsory deportation of inhabitants to Germany began. We were told of frightful scenes enacted at Kiev station only a couple of days ago. The Germans had herded the people into goods wagons, crowded almost to bursting. Those who could not be packed in they shot on the spot.

It is still too early to say how many inhabitants are left in Kiev. Lenin Street is deserted. Near one burning house we saw three women trying desperately to save some furniture. They had hurried here from the outskirts, only to find their homes in flames. Novokaravayevskaya Street, far out in the suburbs, swarmed with women weeping with joy. They were the people whom the Germans had evicted from the centre of the city. At No. 14 they told us how the evictions were carried out. German soldiers armed with bottles of petrol entered the houses and ordered the tenants to leave. If anybody refused, the Germans drenched the beds and furniture with petrol and set fire to them. Before they retreated they blew up a water main, so many streets were without water.

MAJ.-GEN. LODYGIN, Divisional Commander of Soviet infantry, at his observation post outside Kiev just before the Russians recaptured the city. *Photo, Pictorial Press*

We met a man who declared he was the sole surviving Jew in Kiev. He led us to the Jewish cemetery. This was the site of the awful tragedy of September 1941, when tens of thousands of Jews—men, women and children—were shot. Even after that the Germans continued to exterminate anyone whom they took a fancy to class as a Jew.

We climbed Vladimir Hill. Before us lay the Dnieper. The last of the troops from Trukhanov Island were being ferried across. To the left lay the vast district of Podol. Endless columns of tanks, artillery and rifle regiments wound along its streets, to disappear down the high road, where the receding battle thundered. At midday we took off from the airfield. An unforgettable sight unfolded before our eyes. There lay the vast, inexpressibly beautiful city of Kiev, wrapped in smoke and flames. After excruciating torments, it was awakening to bright day.



BURNING KIEV (left) was a pyre of German hopes in the central sector of the Russian front. One of Russia's oldest cities, it has been laid waste many times—notably in 1240, by the Tartars — only to rise again, as assuredly it will under the Soviets.
Photo, Pictorial Press

I Saw Nazi Paratroops Attack in Leros Battle

Sole war correspondent on Leros, L. Marsland Gander witnessed severe fighting between Allied and German forces for possession of this island in the Dodecanese. He left only two days before the exhausted garrison, after prodigies of endurance and courage, was compelled to capitulate, Nov. 16, 1943.

DARINGLY landed on a rocky hillside yesterday, Nov. 13, a force of German parachutists was strengthened at dawn today by reinforcements dropped through the furious fire of many machine-guns. The Germans suffered numerous casualties. I saw a Junkers transport plane, hit squarely by a Bofors A.A. gun, fall into the sea.

Creeping into Alinda Bay in the half-light, a landing craft was heavily machine-gunned and bombarded from the overlooking height. The air was full of red streamers of tracer. Men were seen scrambling ashore from the craft, which eventually blew up with a great mushroom explosion.

The parachutists' plan was to cut the island in two halves, seizing the wasp waist between Alinda Bay and Gurna Bay. These bays separate the two main rocky humps of the island. Having slipped the cordon, the craft landed reinforcements on the northern shores. There have been no further landings of German troops this morning.

THE garrison was greatly encouraged in its stern fight by the appearance of a formation of Beaufighters, which interrupted the strafing of the enemy fighters and the constant dive-bombing of the Stukas. Nine German planes, it is claimed, have been shot down to date by one Bofors A.A. gun alone.

Leros is only eight miles long and you must watch your step in moving about, since the air is full of bullets, and bombs fall with monotonous regularity. Though attacked by Stukas for three solid days, the Italian batteries are still firing.

The previous day, Nov. 12, German Junkers in groups of four to seven attacked at intervals of a quarter of an hour or so in an effort to crack the Leros defences by bombing. They did not succeed, as was shown by their reception. After a night of alarms I was finally awakened at four o'clock by an orderly saying, "An invasion fleet reported near the island, sir!"

I climbed to the top of a hill and watched seven invasion craft behind a smoke-screen creeping southward past Alinda Bay. On being shelled by our shore guns they sheered off and circled the island. Five landing craft attempted to enter Della Palma Bay, but three were hit by shells and one sank.

Another enemy group which got ashore near Appelici was pushed back to the beach again. Near my vantage point was an Italian light A.A. gun which gave one group of dive-bombers a nasty surprise by putting a good burst straight into the leading Ju 87, thus diverting the bomber's attention to itself. A most determined attempt by enemy invaders came this afternoon, when a couple of dozen troop-carriers swooped through machine-gun fire to drop parachutists on the island.

As I write, Stukas are beginning their customary contest with our land batteries. Hungry for prestige, the Germans are making every effort to capture the island. They are not bothering about losses. These days remind me of the siege of Tobruk. Holes in the ground, tunnels between rocks are our homes. Everyone in the garrison is in strangely high spirits, but all wish we had fighters. Despite the tough time they are having, they are cheerful and giving a good account of themselves . . .

Once again our forces were fighting without adequate air cover, as in Norway, Greece and Crete. This time, however, it was not a shortage of aircraft pilots which brought about such a disastrous situation, but merely the geography and distance of our nearest fighter bases from the scene of action.

In fairness to the R.A.F. it must be said that gallant efforts were made to reach the island with all the available long-range fighters. These R.A.F. sorties, which had to bypass enemy fighter fields on Rhodes, Crete or Cos were almost quixotic.

LEROS, Dodecanese island which, with adjacent Cos and Samos, was occupied by British troops on September 25, 1943. Strong German forces were landed on November 12 and the island capitulated four days later.
Map by courtesy of Daily Telegraph

I Took the First Churchill Tanks into Action

Suitably adapted to the terrain, Churchill tanks went into action for the first time in North Africa, near Sbiba. Their baptism of fire is here vividly described for "The War Illustrated" by Sergt. G. Powell, who was awarded the Military Medal for his gallantry and resource on that occasion.

IT was on a Sunday, February 21, 1943. We had just come to the end of a journey of 108 miles non-stop; no food, no sleep, and no maintenance, which must be considered excellent for a forty-ton tank. At 16.00 hours I was ordered to have my troop all set and ready to go into action by 17.00 hours. Without any grumbling from my boys, there's no need to say that we were all keyed up and ready at the appointed time.

But things do go wrong sometimes. I was approaching the Guards positions when my tank just packed up. With so little time before zero hour I had no alternative but to ask for another tank. We soon had the new one ready for action, and the next thing was for me to try to get further details of what part my troop was to play in the action.

I was told that in front, 400 yards away, were a range of mountains with a road running through them. I was instructed to keep off the road (which was quite natural because Jerry was slinging his big mortars about), so there was no choice but to go over the mountain, which is not a pleasant feeling for the tanks. The only information I could obtain was that over the far side of the mountain there were two or three Arab huts which Jerry was using as machine-gun nests. My job was to wipe these out. "A bit of cake," we all called it. I was also taking in with me a platoon of Coldstream Guards.

When we arrived at the summit of the hill (I should say mountain) I couldn't see any of the enemy, but I felt something hit my leg and also noticed that my wireless operator had been hit. When we finally got over the top of the mountain, I could see my objective—about twenty Jerry tanks all lined up with a row of anti-tank guns at the back and a battery of machine-guns behind them!

I just turned my head for a split second and saw my other two tanks getting blown to "hell." Making a quick decision, I decided to charge the enemy, as it would have been suicide to try anything else. Jerry hit me about twelve times, making my tank useless for firing as he had already hit both of my guns. But I could now see the Germans getting out of their tanks and bolting. Giving orders to my driver to turn around, imagine my surprise to find German infantry not more than five yards to my front. But we scraped them out for the count.

At this point I began to feel just where I had been hit; I couldn't stand, but was just hanging up by the handlebars of my cupola. On the way back I started to look out for any of my boys that might have been lucky enough to jump out of their tanks when they went up. I found three of them; two were badly burned (they died later) and the other was just shaken up. I also discovered a Guardsman who had been badly hit. So with my tank loaded up, I returned to our original starting point.

I was told later that the enemy retreated for about fifteen miles shortly after that engagement, and I think it made it easier for our boys to take the Kasserine Pass.

Sgt. G. POWELL, M.M., who was in the thick of the fighting round Sbiba, Tunisia (see map), in February 1943, when the new Churchill tanks went to the support of the Guards during Gen. Alexander's counter-stroke against Rommel. Their first appearance in battle was crowned by the taking of Kasserine on March 1, giving control of the vital Pass. See also p. 645, Vol. 6.

I Crashed and Was Lost in the New Guinea Jungle

A young American fighter pilot, Capt. C. P. Sullivan, was flying over the Ramu Valley, on a mission to Wewak, when one engine of his Lightning cut out. A Japanese fighter forced him into the clouds—a second engine failed, and he went down. Here he tells of his thirty days' adventure.

I SPENT the first night propped against a tree, listening to the noises of the jungle. On the third day an Allied bomber flew over, but failed to see me. I then set out along a native path. I made a raft of three logs, and floated down the river until the raft hit the bank and capsized. Then I went into the mountains. I had only ration chocolate to eat, and was getting weak. Suddenly a black face popped up, and I raised a hand and said "Hi!" It belonged to a native. He gave me a banana and I went with him to a village where I was given some pig and sweet potato.

I slept that night in the village, and next day my host, whose name sounded like Sego, agreed to come part of the way to Bena Bena. The head man of the village came along. Presently we fell in with a party of hostile natives, from whose demeanour I suspected treachery. The moving spirit in the second party was a pretty mean-looking guy who answered to the name of Addi. Sego and Addi began to argue, and Addi got mad. They were obviously arguing about me. We went to another village where another man and Addi sat down uncomfortably close to me. I went and sat with Sego, but Addi objected and there was a lot of bow and arrow and knife rattling. Addi wanted me to lie down in a hut and go to sleep.

It looked too much like a trap, so I went out and put a slug into the breech of my forty-five. I sat down where I could see them all, and told them if they did anything to me our bombers would come and get them. All but Addi looked impressed. The head man wanted to move round behind me, but I flicked my gun at him and made him sit down. I told them I would shoot them if they made me move. Addi jumped up and came at me yelling, and grabbed my arms, and I had to shoot him. Then the head man rushed at me and I shot him, too. I felt pretty bad about it after, but there was nothing else I could do. The rest ran away and I ran, too. I lay hidden, and presently some women came and wailed over the bodies.

I LEFT just before dawn. I took off my boots so that I could move quietly, but they rattled against the trees, so I left them. That was a big mistake. I went up and down ridges barefooted for sixteen days; I kept a little stick and cut a notch on it for each day. After I left the natives I had only four pawpaws and maybe a dozen each of passion fruit and bananas, with a lot of black seeds in them. Every night I got wet, but always managed to keep my gun dry. I tried eating grass, but it was awful.

I had only six matches, and took almost a day collecting dry stuff for a fire. No one came, so next day I made a really big one. Still nothing happened, so I decided to go on. It was tough walking barefoot on burnt stubble. About noon I saw the reflection of something on a hill. It took me until next morning to reach it, and I found it was an Aussie camp. I couldn't say anything for a while, but they were just swell to me, and their officer, Lieutenant Jim Harper, of Melbourne, cut my hair and gave me food and clothes and boots, and even took me to a creek and washed my back. This was the twenty-fourth day after I crashed. After three days I went down to Dumpu, where they put me in a little runabout plane. But that crashed, too, though the pilot and I weren't hurt. I finished the journey by transport plane to hospital, where I am rapidly recovering strength.

WEWAK, vital Japanese supply base in New Guinea, is the scene of this swoop on an enemy freighter by a U.S. Army Air Force medium bomber, which skims the water to drive home its attack. *Photo, Planet News*

OUR DIARY OF THE WAR

NOVEMBER 10, Wednesday *1,530th day*

Italy.—Fall of Castiglione to 8th Army announced. Fierce enemy counter-attacks against Americans at Venafro and British at Calabritto repelled.

Russian Front. — Ivankovo and Gribenki captured by Soviet troops.

Australasia.—Rabaul (New Britain) heavily attacked at night by 200 Allied aircraft.

Air.—Modane, French Riviera frontier town near mouth of Mont Cenis tunnel, heavily bombed at night.

NOVEMBER 11, Thursday *1,531st day*

Italy.—Air reconnaissance revealed Germans scuttling ships at Leghorn and Pisa.

Mediterranean. — Annecy (France) ball-bearing works and rail yard bombed by Liberators.

Russian Front.—Radomesl, Brusilov, and Kornino in the Zhitomir region captured by Russians.

Australasia.—Announced that U.S. troops, their task accomplished, had withdrawn from Choiseul Is. (Solomons). Japanese cruiser and two destroyers sunk in Allied carrier attack on Rabaul (New Britain).

General.—War Cabinet changes announced; Lord Woolton appointed Minister of Reconstruction; Col. Llewellin, Minister of Food; Mr. H. U. Willink, K.C., Minister of Health; Mr. Ernest Brown, Chancellor of the Duchy of Lancaster; Mr. Ben Smith, Minister Resident in Washington. Martial Law proclaimed in Lebanon Republic; the President, Prime Minister and chief ministers arrested by French troops.

NOVEMBER 12, Friday *1,532nd day*

Mediterranean.—British-held island of Leros (Dodecanese) invaded by Germans; Italians fighting side by side with British.

Russian Front.—Zhitomir captured by Red Army; Korostyshev taken.

General.—Announced that Admiral Sir J. C. Tovey, G.C.B., K.B.E., D.S.O., promoted to succeed Sir Dudley Pound as Admiral of the Fleet. French troops cleared barricades in Beirut (Lebanon).

NOVEMBER 13, Saturday *1,533rd day*

Italy.—Allied and German troops in fierce battle for Mount Camino ridge, S.W. of Mignano.

Air.—Bremen bombed by U.S. Fortresses and Liberators.

NOVEMBER 14, Sunday *1,534th day*

Italy.—Capture of Atessa by 8th Army, Filignano and Pozzili by U.S. troops, announced.

Mediterranean.—Sofia bombed by U.S. Mitchells.

Russian Front.—Chepovichi, 20 miles S.E. of Korosten, taken by Russians.

NOVEMBER 15, Monday *1,535th day*

Mediterranean. — Announced that Greek paratroops landed on Samos (Dodecanese) to strengthen British garrison.

Russian Front. — Kaganovichi, in Kiev sector, captured by Red Army; Soviet troops cut vital Gomel-Rezhitsa railway.

China.—Hong Kong and Kowloon bombed by U.S. Liberators.

General.—Duke of Gloucester appointed to succeed Lord Gowrie as Governor-General of Australia as from June 1944. Gen. Catroux arrived in Beirut (Lebanon) to deal with crisis.

NOVEMBER 16, Tuesday *1,536th day*

Mediterranean.—Leros, overwhelmed by German bombers, capitulated to the enemy.

Russian Front.—Fierce enemy counter-attacks S.W. of Kiev salient repelled.

Pacific.—Japanese aerodrome of Jaluit (Marshall Islands) bombed by Liberators.

Air.—Knaben molybdenum mines and Rjukan power station (Norway) bombed by U.S. Fortresses.

NOVEMBER 17, Wednesday *1,537th day*

Russian Front.—Korosten and Rezhitsa captured by Russians. Chernobyl, on lower reaches of River Pripet, taken. Enemy gained ground in Zhitomir region.

Australasia.—Japanese air bases on Buka Island, N. of Bougainville bombarded by U.S. naval task force.

Air.—Ludwigshafen bombed by Lancasters and Halifaxes.

General.—The Emir Feisal and Emir Khalid, sons of the king of Saudi Arabia, arrived in England.

NOVEMBER 18, Thursday *1,538th day*

Mediterranean.—Allied Air Forces attacked Eleusis airfield (Athens).

Russian Front.—Heavy enemy counter-attacks repelled at Zhitomir and Korostyshev.

Air.—Kjeller, Luftwaffe depot 11 miles N.E. of Oslo, Norway, raided by U.S. Liberators. Berlin (350 block-busters dropped in 30 minutes) and Mannheim-Ludwigshafen heavily bombed in great double attack; largest number of heavy bombers ever sent to Germany took part in raids.

NOVEMBER 19, Friday *1,539th day*

Russian Front.—Ovruch seized by Russians. Dnieper forced in Cherkasy area. Soviet troops abandoned Zhitomir.

Air.—Fortresses attacked Western Germany. Leverkusen, near Cologne, heavily attacked at night.

NOVEMBER 20, Saturday *1,540th day*

Russian Front.—Russians defeated German thrusts at Korostyshev.

Australasia.—U.S. Marines and troops landed on the Makin and Tarawa atolls (Gilbert Is.).

NOVEMBER 21, Sunday *1,541st day*

Russian Front. — Russian troops reached bank of Beresina, N. of Gomel.

General.—Mr. William Strang chosen to be British representative on the European Advisory Commission. French National Committee decided to reinstate M. Khoury as President of the Lebanese Republic and liberate other ministers; negotiations on independence to be opened with Syrian Government and later with Lebanese Government.

NOVEMBER 22, Monday *1,542nd day*

Italy.—Announced that considerable Canadian reinforcements had arrived.

Russian Front. — Enemy counter-attacks in the Korostyshev and Chernyakhov sectors repulsed.

Air.—Berlin received its heaviest raid to date; 2,300 tons of bombs dropped.

General.—Mr. Duff Cooper appointed British representative on French National Committee. Lebanese demonstrators occupied the Chamber seat of the government, and the police headquarters.

NOVEMBER 23, Tuesday *1,543rd day*

Australasia. — Disclosed that U.S. troops landed recently on Apamama atoll (Gilbert Is.). Announced Makin Island (Gilberts) captured by U.S. troops

Mediterranean. — Revealed that British, Greek and some Italian troops evacuated from Samos (Dodecanese).

Russian Front.—Bragin, in district of lower Pripet, occupied by Russians. Soviet troops forced to give ground south of Kiev salient.

Air.—Berlin heavily raided for second successive night; 5,000 tons of bombs dropped on the capital in last week.

Flash-backs

1939

November 23. *German magnetic mines laid in East Coast estuaries.*

1940

November 11. *First large-scale Italian air raid on Britain.*

1941

November 16. *Germans captured Kerch in the eastern Crimea.*

November 17. *British Commandos raided German H.Q. in Libya.*

November 19. *H.M.A.S. Sydney sunk in action with German raider Steiermark, which was also destroyed at the same time.*

1942

November 10. *Oran (French North Africa) captured by U.S. troops.*

November 11. *German troops entered Unoccupied France. Casablanca and Bougie capitulated to U.S. and British troops.*

November 12. *British First Army occupied Bône in Algeria.*

November 13. *8th Army captured Tobruk and Gazala in Cyrenaica.*

November 15. *Contact made between Allied and Axis forces 12 miles N.W. of Jadeida, Tunisia.*

November 20. *Benghazi (Libya) occupied by British 8th Army.*

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

THE greatest difference between surface war and air war lies in the association in each case between strategy and tactics. In surface war, both on land and at sea, strategical situations can be created by the grouping of armies or of navies with the possession of adequate lines of communication, ports, and supply facilities. Tactical actions in the face of the enemy are the products of the strategical situation.

It is usual for opponents in war so to manoeuvre that the strategical situation falls favourably before one side or the other strikes. This applies both in advances and retreats, and in the present war it has been seen more often with greater skill during the retreats than during the advances. It must be assumed that during her present great retreat in Russia, and from Africa, Germany has planned to gain by those manoeuvres a strategical situation more favourable to her than the position she held before the retreats began. Let us examine this point more closely, for it is an important one in the war at the present time, and the lessons that can be learned from it are pointers to operations on an ever-growing scale against Japan.

The all-important factor to be borne in mind is the different relationship between air strategy and tactics. The strategic situation in surface war, as we have just observed, is contained in the latent strength of the forces in the dispositions they hold before they strike. It is, indeed, a situation of threat and not of action. In such circumstances, when tactical situations follow, the forces are not always fully locked in battle; an example of reaction from a strategic situation was the inconclusive battle of Jutland in the last war, when the British Commander-in-Chief naval forces decided that the favourable strategic situation was more important than the uncertainty of establishing a successful tactical result. Nothing of this kind can happen in air war.

AND that is the principal reason why this war, and its actions, differ from previous wars. Failure to recognize that cardinal change in the principle of war has cost Britain and her Allies dearly enough. The change of principle has been unobserved or ignored by many generals and admirals, and regarded as a method, with unfortunate results in numerous actions fought all over the world.

The strategic air situation results in constant action, action even more continuous than the tactical air war over the fields of surface actions by land and sea. In air war you cannot hold a great air fleet leashed without striking. The policy of Jellicoe, at Jutland, could not possibly be that of the leaders of R.A.F. Bomber Command, or the U.S. Army Eighth Air Force, or the Mediterranean Strategic Air Force. It was possible to dominate the sea in 1914-18 by holding a Battle Fleet in strategic reserve in Scapa Flow. That is no longer possible. We dominate the sea mainly by superior air power. Battleships are used as escort vessels, anti-aircraft ships to provide gun-fire power for the local protection of merchant ships. Their former strategic threat has been reduced by the air weapon to a faint shadow of its former glory, a shadow that falls mainly from the past. The German capital ships, far fewer than in 1914-18, were not knocked out by Britain's superior fleet, nor did this keep them in harbour.

They have been crippled by the air weapon, kept in port by the air weapon, and because the Germans knew the power of the air weapon and made the most extensive preparations for its use before 1939 they built their capital ships to stand against it better than we had done, and so their ships were harder to sink than ours. But, even so, with all the ingenuity of a people who intended to subjugate the world by the use of excess air power, their ships have failed lamentably because they have been continually restrained by the air weapon.

THE fleets of Britain, Japan, America, and Italy have all felt the effects of this new weapon. It has changed the character of naval war. Because of this there are sailors of high rank who contend that the aeroplane is not more than a gun, a weapon, and that Air Power is not a basic condition of war demanding the backing of a separate Service to secure its full use. They are wrong. The aeroplane is but at the beginning of its development. The most successful single-seat fighters of the last war had engines which developed between 130 and 180 horse-power.

Such fighters today have engines of some 2,300 horse-power. Two machine-guns have been augmented to twelve. Cannon guns, then almost unknown, have been developed increasingly to the size of efficient anti-tank shell-guns. Bombs outweigh the greatest naval shells by nearly four times. The aircraft that are used today are not weapons, they are vehicles for weapons, shells, bullets, torpedoes, bombs, as surely as ships are vehicles for weapons. And they are the enemies of ships, the very enemies that have reduced the former strategic grandeur of navies—that lasted from Philip of Spain's day to Jellicoe's—to that of vessels of tactical value, unable to operate save in dire peril until the army and the air force clear the littoral for them, and by divesting the enemy of his striking airfields make passage safe for ships under cover of our own-held airfields.

AIR Power's Decisive Part in Atlantic Submarine War

The demonstration in the Mediterranean was the forerunner of the domination of the oceans in the future by air-power. Indeed, who can deny that air power has played the decisive part in the submarine war in the Atlantic? We were steadily losing it until aircraft of sufficient range and carrying power were employed so that only a small gap was left, which in turn was sealed with short-range Swordfish from small aircraft carriers. Soon there will be no gap. There will be no need for the short-range Swordfish. The land-based aircraft will be the supreme power over all the seas and oceans.

The strategic air forces batter Germany and occupied Europe. They cut the railway lines leading from Germany to Italy. They destroy ball-bearing manufacturing plants, chemical manufacturing plants, mines in Norway, railway yards in Sofia. The naval strategy of 1914-18 could not have starved out Germany in 1939. Only air strategy can do that; not by sitting in port, but by hitting again and again, ever harder and harsher blows.

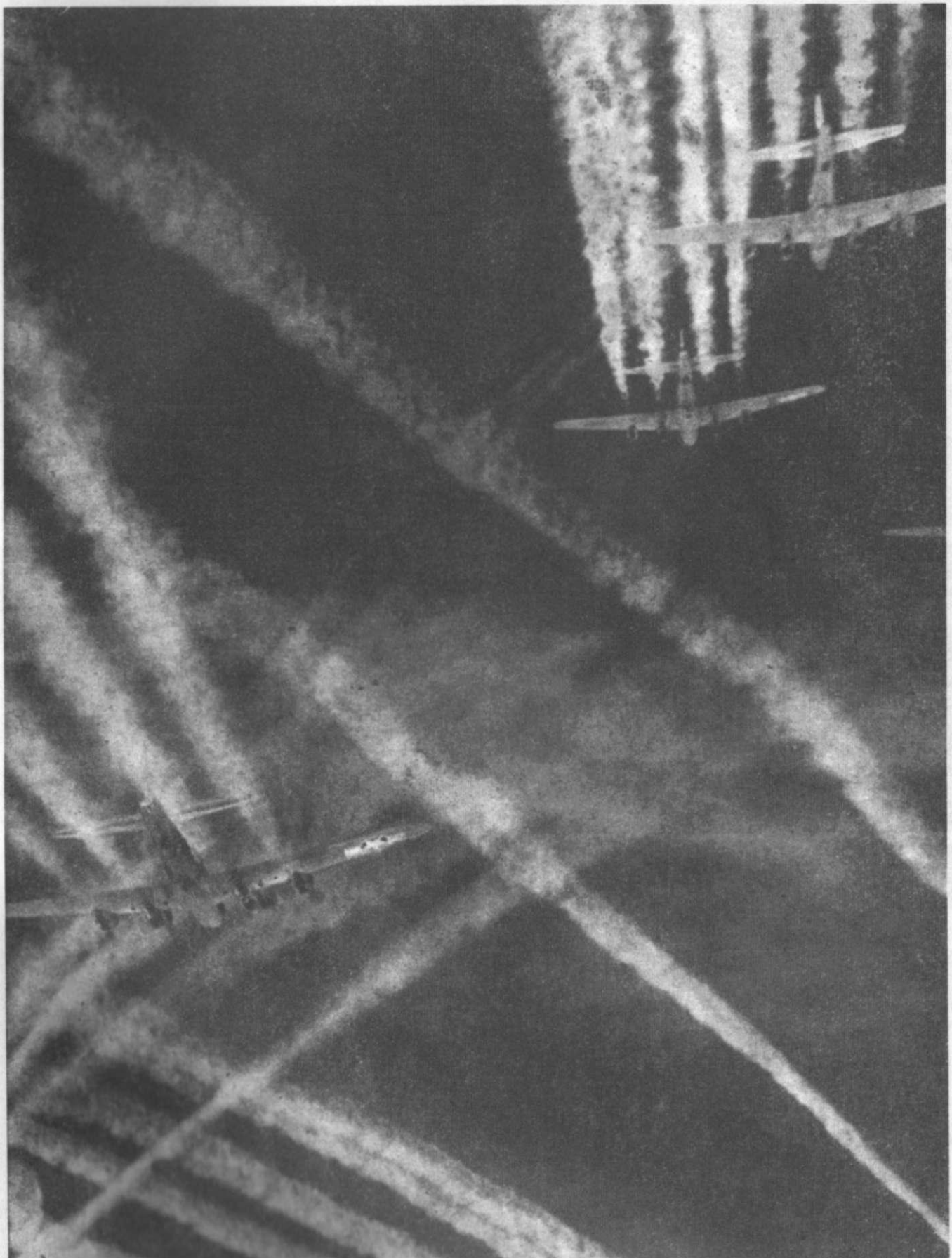
THE whole war is keyed upon air power. Whosoever possesses it in sufficient proportions will knock the keystone out of the enemy's arch and his whole military edifice will fall. It will happen in the big scale as in the small. Our own loss of Leros is a pointer to the principle which some generals and many admirals overlooked and overlook. Troops cannot without very great risk be placed beyond the reach of our own air protection even if we have naval supremacy.

Nothing can take the place of air power either in strategy or tactics. To place troops beyond the air cover of the most efficient fighters is to fight this war on the principle of 1914-18. That was why we lost in Norway, France, Greece, Crete, Singapore. That was why Germany lost at El Alamein, Nofilia, Tunisa, Pantelleria, Sicily. After all these lessons why should we stick our troops in Leros (see eye witness story in p. 442), Samos and Cos? Only to lose the islands and most of the troops. Are we blind, or, in the American sense, merely dumb?

CAMOUFLAGED JAPANESE STEAMER on a river between Kyaukpadaung and Muale, Burma, is squarely hit by an R.A.F. Beaufighter. Bombing has gone on right through the monsoon season and our ever-growing air strength is seriously weakening Japan's long, narrow and exposed supply-lines through Burma, the north-eastern limit of Lord Louis Mountbatten's South-East Asia Command.

 Photo, British Official; Crown Copyright

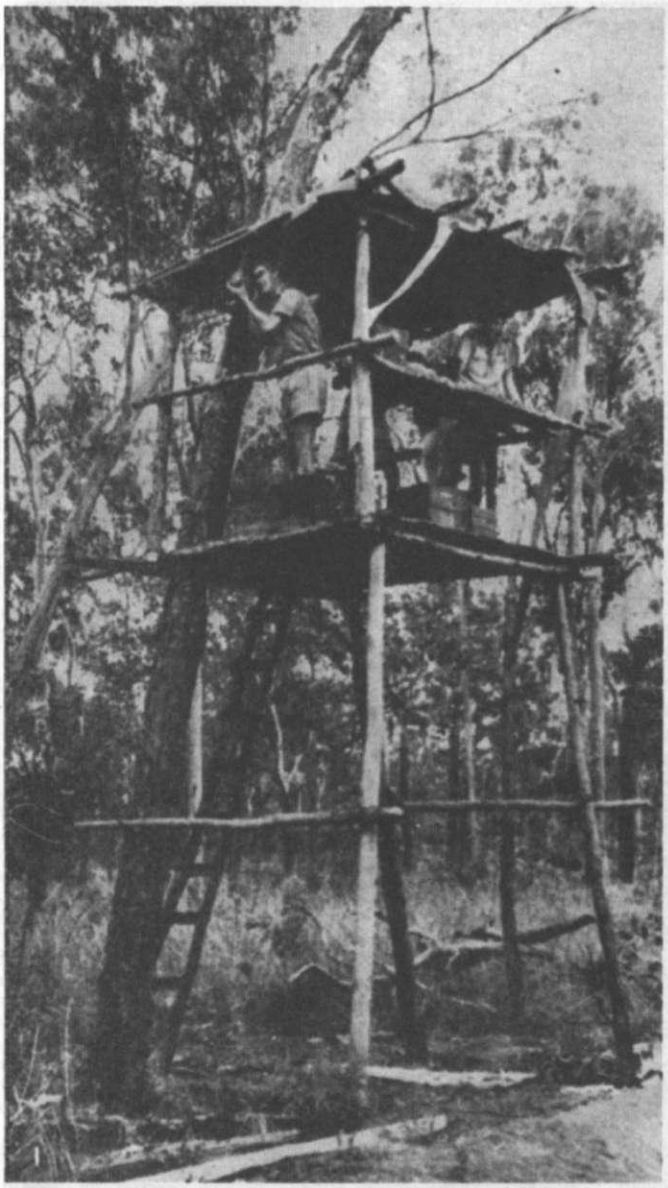
Sky Trails of Two-Ton Bomb Load Fortresses

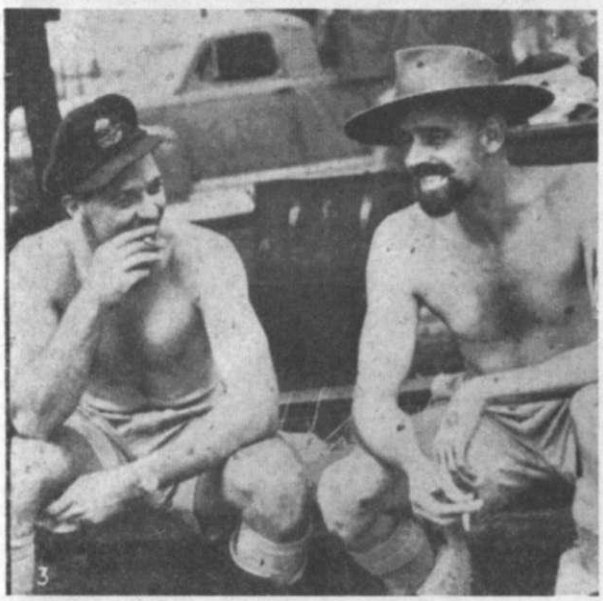


WRITING IN THE SKY, spelling the doom of Nazism in Europe, comes from four-engined Flying Fortress bombers of U.S. Army 8th Air Force. The machines leave a four-plumed wake behind them when operating at high altitudes. Their trails are clearly distinguishable from the single wakes streaming from single-engined fighters which have swooped into the attack and the tell-tale tracks of which traverse the photograph from left to right. Flying Fortresses have a ceiling of 40,000 ft. and a range of 2,500 miles, and can fly at 290 m.p.h. with a bomb load of over two tons. Long-range Thunderbolts escort them all the way to the target.

Photo, U.S. Official

From Jungle Bases They Fly to Fight Japanese





IN THE WILDS OF NORTHERN AUSTRALIA are stationed men of the Royal Australian Air Force who are playing a vital part in the Battle of the Pacific. From an improvised control tower (1) an officer gives the "okay" to a homing machine, while a Beaufort bomber (4) taxies to a narrow clearing from which it can take off. Splendid performances are to the credit of both men and aircraft; this Avro 10 Fokker-type plane (2) has made many pioneering flights over wild New Guinea country, and W.-Cmdr. Clive R. Caldwell (3, right) has earned [the nickname "Killer" for bringing down 20 Japanese planes.

Photos, British Official: Crown Copyright

Editor's Postscript

THE Dutch are a canny folk, rather like our Northumbrians. They pursue their objects with a quiet steady persistence that often deludes observers imperfectly acquainted with them into the belief that they are not really doing anything out of the ordinary. The Nazis in Holland have been learning a lot about this Dutch characteristic. Civil servants, for instance, appear to be getting on with their work as usual, not hurrying, but not slacking either. What they are doing very often is filling up forms incorrectly, passing documents on to the wrong departments, or putting important papers which may be called for at any moment into drawers or pigeon-holes where no one would think of looking for them. This slows down, if it does not derange altogether, the business of the public offices. Private offices contribute also to the bemuddling of the hated German invaders. Merchants and distributors are obliged to have dealings with the enemy, but they do their best to confuse and puzzle and delay. These tricks are the more maddening because it is hard to detect exactly where they have occurred. They worry the Huns a lot!

THE public are reproached by the Ministry of Transport because there has been more travelling by train this year than was customary in peacetime. But if they reflected for a little while, the complainants would see that there is a simple and sound reason for this. Large numbers of people had got into the habit of travelling by coach. The coaches which ran out of London for ten, fifteen, twenty miles to the dormitory towns and villages of Surrey and Kent, used to be full always in the morning and evening. Now all those who preferred the coach to the train are obliged to travel by railway. It is this rather than disregard of the injunction to consider "Is your journey really necessary?" which accounts for the increased numbers the railways now carry. At least, that is the explanation which seems to me to fit the case. Of course, there are plenty of unnecessary journeys being made, but not nearly so many as the figures might suggest.

WE shall probably hear a good deal about the Italian port of Leghorn, on the Mediterranean, during the next month or two. I wonder—I long have wondered—how its name came to be spelt and pronounced that way in English. It is in reality Livorno, and unless it had made a speciality of making straw hats it might have been unknown in this country except to sailors and travellers on the Mediterranean coast. Last century its name became very well known here by reason of those straw hats made at Livorno becoming fashionable for Englishwomen's wear. And somehow the pronunciation and spelling came to be Leghorn. I once passed through its railway station in company with an English lady who looked out, saw the boards with Livorno on them, and said: "I never heard of this place before." I said: "Oh yes, you have!" and explained to her how we had altered the name. She asked me: "Why cannot places be called everywhere as they are called by those who live in them?" I said: "Ask me another!"

THE League of Nations would have done a most useful piece of work if it had dealt with this. Why should Venezia (Venetzia) be Venice in England, Venise in French, Venedig in German? Why do we spell Basel in Switzerland Basle, while Italians call it Basilea, and the French Bâle? Why need we be puzzled by Geneva, Genf, Ginevra and Genève being variants of the same place-name? Not only is it bewildering when you are trying to learn geography. It has more practical drawbacks. Long ago I remember sitting one sunny autumn day in the railway station at Bellinzona, on the frontier between Italy and Switzerland, waiting for a train to Milan, for which the Italian is Milano. In came one with a placard bearing the word "Mailand" attached to the wagons. I was almost tempted to sit on, not knowing that this was the German spelling (the train had come from Germany), but I guessed that it might be so and, a friendly porter confirming my guess, I speedily got in. I dare say French visitors to England have missed trains because they will spell our capital "Londres" instead of London. Here is a job for the new council of Nations recommended by the recent and highly successful Moscow Conference.

FEODOR GUSEV, appointed Soviet Ambassador to Britain in succession to M. Ivan Maisky. The announcement was made on August 1, 1943. Aged 39, M. Gusev entered the Russian Foreign Commissariat in 1937 and became head of the Second European Department in 1939, there making a special study of British institutions. Until his appointment to London he was Soviet Minister to Canada. He speaks English fluently. *Photo by Karsh, Ottawa*

WE must all call that by the same name. We did not do so when we had the League of Nations; the French called it Society of Nations, though they have the word "Ligue," pronounced like our "League" and frequently used in their language. A friend of mine, keen "internationalist," is circulating a pledge, which he would like people in all countries to sign, of support for the "International Authority" which is to be set up. "This will never do!" I have told him. Impossible to work up enthusiasm for an institution with a name like that! No thrill in it, nothing to stir emotion or kindle the fire of imagination. My friend is particularly anxious to get young people interested. That won't be possible unless we make them feel warmly as well as think deeply. "International Authority" would leave them cold. Perhaps we ought to have a new League, different from the old in many ways, of course. Not so diplomatic, nor so dominated by politicians. A League of Peoples rather than Governments, of countries rather than States.

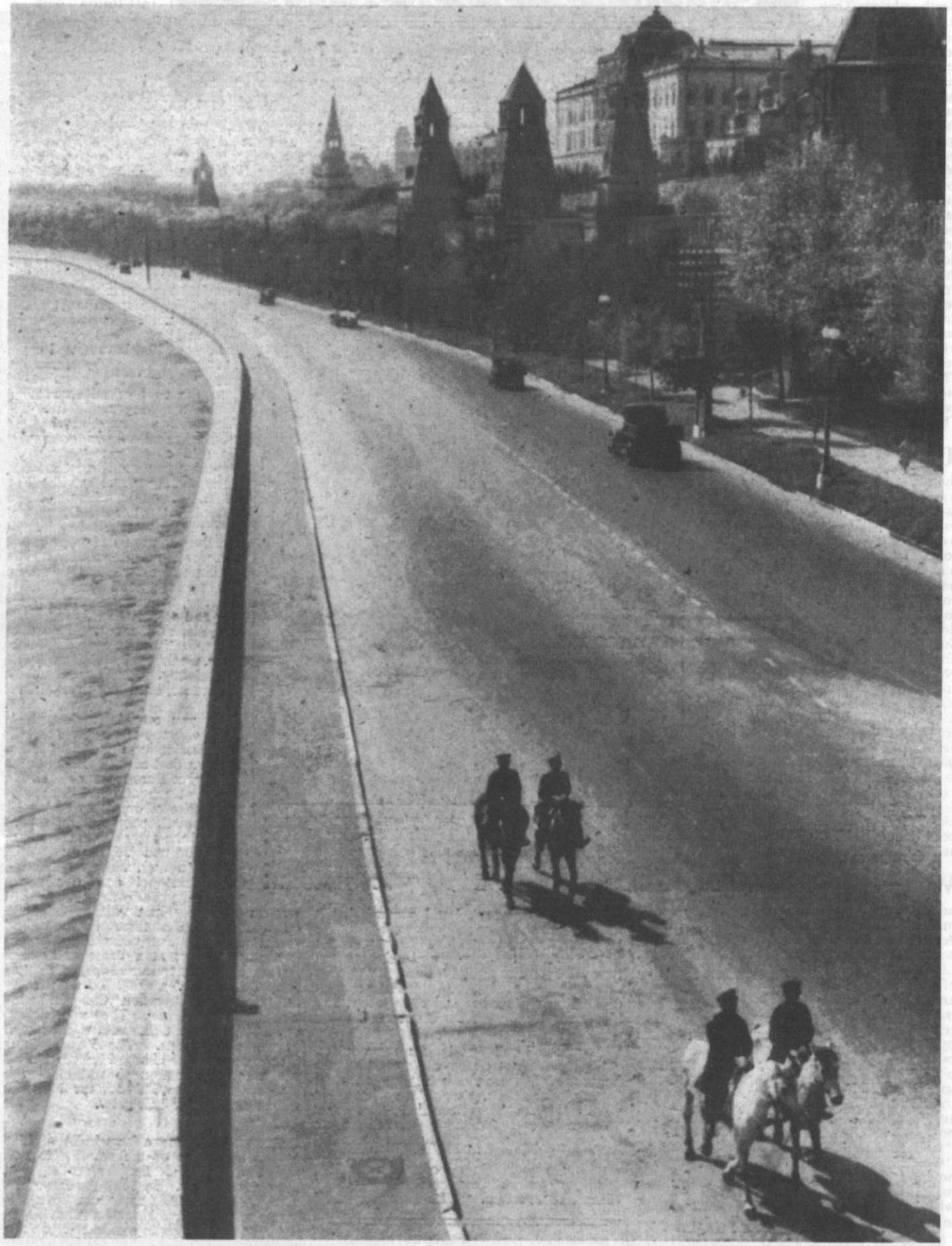
COUNT SFORZA surprised many people, even people who knew him, by the strong line he took, on his return to Italy from exile in the United States, against King Victor Emmanuel. Personally, he is an aristocrat of aristocrats. He comes of a very old and very historical family. That he should have turned against the Italian monarchy shows how deeply the iron of Fascism entered into the soul of all true Italians. What the king really felt about Mussolini we may never know. Some indication was given when he told a friend: "If there is anything you want to let me know privately, come and say it. Don't write. If you do, others will know what it is." The old Count (he is 70) is being reproached with having broken promises and gone back on his word in the days when he was a Cabinet Minister. But "why drag that up?" a good many are asking. Cavour, the statesman who worked for and won Italian freedom from Austria, said once: "If we did as private citizens what we do as public men, we should be called scoundrels, and rightly." There ought to be no difference, but I fear there often is.

DO you ever look through old volumes of Punch? I do often, and fascinating I find it. I learned a great deal about the 19th-century history of Europe from Punch while I was at school, and I like reviving memories of events by seeing how they struck people at the time. I turned the other day to the volumes for 1854 and '55, the years of the Crimean War, when we laid siege to Sebastopol and our soldiers suffered so badly from the cold. It was an unusually hard winter. Sometimes on the Black Sea there is hardly any severe weather. But when it does snow, it snows for days at a time; and when it freezes, the thermometer drops to thirty or forty below zero. British troops were sent out on the assumption that the winter would be a mild one. They were not provided by the War Office with warm clothing or warming rations. The Punch pictures show how the war changed Britain from an island of clean-shaven to whiskered men. If this year is like 1854-55, the Nazis also will be letting their hair grow.

MENTION in the news from India of Manipur as one of the native States very active in support of the war sent my mind back a long way. In 1891 the newspapers were full of this small mountain principality. There was a quarrel about its rulership, and several British civil servants and army officers were murdered. The remainder were besieged in the Residency, among them a Mrs. St. Clair Grimwood. She behaved with so much pluck and good sense that, when they escaped and got back to England, she was given the Royal Red Cross.

Readers of THE WAR ILLUSTRATED who have difficulty in obtaining regular copies are advised to place an order with their newsagent immediately.

Moscow's Watchful Night Patrol Rides Home



'OUR MILITIA' is the affectionate way in which Moscow citizens refer to their civil security force, a mounted contingent of which, coming off duty after a night patrol, is here seen passing the Kremlin, on the bank of the Moskva River. The Militia fulfil the duties of policemen, A.R.P. leaders, traffic controllers and passport inspectors. Girls (see page 434) have replaced many of the younger men. *Photo, Pictorial Press*

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